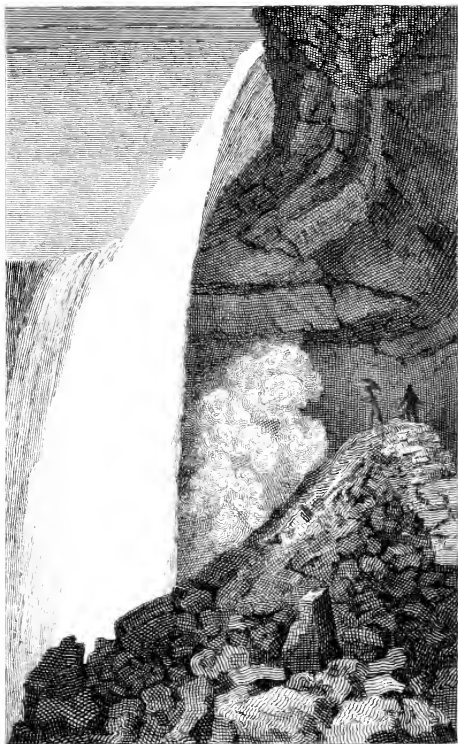


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NIAGARA, FROM THE FALLS.

THE FALLS OF NIAGARA.

THE
NORTHERN TRAVELLER;
CONTAINING THE ROUTES
TO
NIAGARA, QUEBEC, AND THE SPRINGS;
WITH
DESCRIPTIONS OF THE PRINCIPAL
SCENES, AND USEFUL HINTS
TO STRANGERS.

With Maps and Copperplates.

NEW-YORK:
WILDER & CAMPBELL.
No. 142 Broadway.

1825.

F106
D98

Southern District of New-York, ss

BE IT REMEMBERED, That on the 24th day of February

A. D. 1825, in the forty-ninth year of the Inde-
(L. S.) pendence of the United States of America,

WILDER & CAMPBELL, of the said district, have deposited in this office the title of a Book, the right whereof they claim as proprietors in the words following, to wit:—"The Northern Traveller; containing the Routes to Niagara, Quebec, and the Springs; with descriptions of the principal scenes, and useful hints to strangers. With Maps and Copperplates."—In conformity to the Act of Congress of the United States, entitled "An Act for the encouragement of Learning, by securing the copies of Maps, Charts, and Books, to the authors and proprietors of such copies, during the time therein mentioned." And also to an Act, entitled "An Act, supplementary to an Act, entitled an Act for the encouragement of Learning, by securing the copies of Maps, Charts, and Books, to the authors and proprietors of such copies, during the times therein mentioned, and extending the benefits thereof to the arts of designing, engraving, and etching historical and other prints."

JAMES DILL,

Clerk of the Southern District of New-York

PREFACE.

The publishers of this work, being convinced that a handsome and compendious Traveller's Guide is demanded by the great increase of travelling on the northern fashionable routes, have used their exertions to collect in one volume all the information of most importance and interest to such as travel for pleasure or health. The routes and distances between all principal places will be particularly stated, both in the book and the maps; the best inns will be mentioned, and such other hints and suggestions as may be deemed of importance will not be omitted.

The finest natural scenes on and near the routes will be designated and described; and the places which have been rendered memorable by important historical events, will be dwelt upon with sufficient minuteness to engage the feelings, though with such brevity as not to be prolix. The great watering places of Ballston, Saratoga, and New-Lebanon will claim particular notice, as the great central points from which most travellers arrange their journeys.

The novelty of the mode of travelling adopted on the Erie Canal, as well as the magnificence of the work itself, and the interesting objects and scenes along its course, has attracted vast numbers of travellers in that direction, a large proportion of whom, during the pleasant seasons of the year, are strangers of wealth and taste; and there is every probability that the approaching seasons will see them increase still further. Care has therefore been taken to collect the most recent accounts from that part of the country, on the plan sketched above.

Several valuable works relating to different parts of the regions comprised in this volume, have been published at different periods; and to some of them the author has been indebted for valuable information; but there is none which is calculated by itself to supply the place of a complete Traveller's Guide, for which the present work is intended. Some are too prolix for the convenience of a traveller; others contain much other matter, or have become antiquated by time; and others are confined to a few subjects. A list of these works will be given hereafter; and all of them may be recommended for the particular departments to which they respectively refer.

It is intended in future editions of this work to embellish it still further with prints of interesting scenes, and to add such new maps and plans as may appear of most importance. The changes of all kinds which take place on the routes will also be carefully noticed, and new routes will be described as far as they may merit the attention of travellers.

THE
NORTHERN TRAVELLER.

THE CITY OF NEW YORK.

As this is the point from which the traveller is supposed to be setting out, it is not considered necessary to attempt a description of the city, nor of any of its places of resort or public institutions. Those who wish to become acquainted with them, are referred to "*Stranger's Guide to the City of New York*," by which they will be supplied with all necessary information concerning the public buildings, societies, institutions, customs, laws, &c. &c. *Hooker's map of the city* will be of essential use in finding the way to distant places.

Before leaving this city, the stranger will find it judicious to obtain a supply of such books and maps as will be necessary on the route he intends to travel; and the advantages which they will afford him can hardly be estimated except by those who know their value by experience. By directing him to the best roads and inns they will contribute materially to his comfort; and by the information they contain, much expense is often avoided, so that the purchase will often prove friendly to his purse as well as to his time.

To those who intend to take the eastern tour, up Connecticut river to the White Hills, Winnipisiogee Lake and Boston, the "*Traveller's Guide in New England*" may be mentioned, as well as *Dr. Dwight's Travels*, which last embraces all the eastern states, as well as New York.

The following list of books and maps is given for those who may wish for more details concerning this state and Canada, than we are able to furnish in the present summary view.

BOOKS.

C. D. Colden's History of the Five Nations.

Dr Dwight's Travels in the New-England States and New-York.

Professor Silliman's Short Tour to Montreal and Quebec, in 18 mo.

Van Rensselaer's Geological Survey of the Canal Route.

Hibernicus' Letters on the New-York Canal.

Fashionable Tour, or a trip to the Springs, Niagara and Quebec.

Spafford's Gazetteer of the State of New-York.

Spafford's Pocket Guide to the Canal Route.

Spafford's New-York Pocket Book.

Yates and Moulton's History of New-York, &c. &c.

MAPS.

Eddy's Map of the State of New-York.

Vance's Map of the Western part of the same.

Goodrich's Map of the Hudson River, on rollers or in a book.

STEAM-BOATS TO ALBANY.

The following Steam-Boats ply between New-York and Albany.

Richmond,	} <i>large boats.</i>
Chancellor Livingston,	
James Kent,	

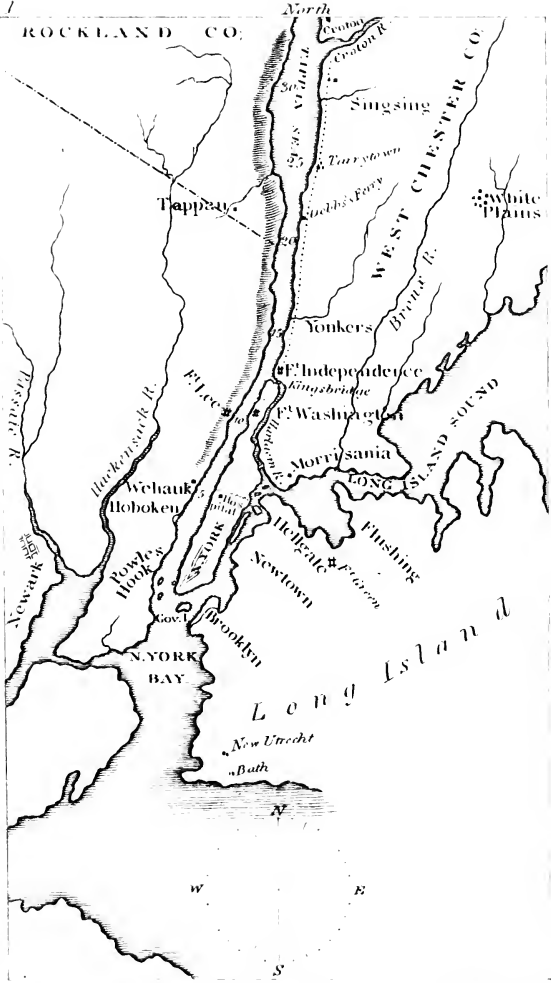
Wm. Penn, Olive Branch, and two small rotary boats.

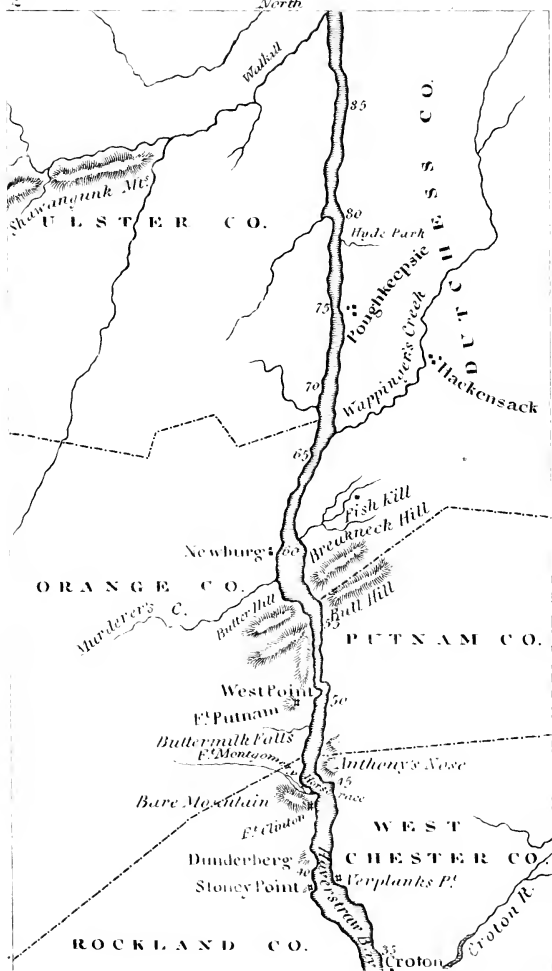
The Bristol, Henry Eckford, Constitution, Constellation, and Chief Justice Marshall, are to run to Troy with freight and passengers.

A boat is building for Peekskill.

There is a great difference in the charges of these boats, but the accommodations travellers will find on board of







them are generally good, except when they are too much crowded with passengers. Strangers will generally prefer the large ones, because they are furnished with an upper deck, called the promenade, which is sheltered from the sun by an awning, and affords a much more uninterrupted prospect, as well as better air. As two or three will go every day, and the traveller can choose better for himself, it is unnecessary to make any further suggestions, except that ladies will find the lower cabin preferable to the upper, although they are apt to prefer the latter before they have become acquainted with it.

Cautions. If luggage is sent by a porter, ask him for his *number*, so that if he is negligent or dishonest, he may be reported at the police office. It is best to go to the steam-boat ten or fifteen minutes before the time of departure, to avoid the crowd which always collects at the dock. A traveller is too often pressed upon by impertinent fellows, who recommend their own vessels, and urge him to take passage in them. The only way to treat them is without reply. Such things ought never to be permitted by the proprietors, although they are rivals; neither ought they to allow the throngs of porters, cartmen, &c. who rush in upon deck as soon as the boats arrive, both here and at Albany, to the annoyance of the passengers, and the exposure of their property. All travellers should remonstrate against so unreasonable a practice; and if any of the proprietors should see this statement of the grievance, it is to be hoped that they will be convinced of its justice, and the necessity of reformation, which would benefit themselves as well as their passengers.

PASSAGE UP HUDSON RIVER.

On leaving New-York, the traveller finds himself in the midst of a fine and varied scene. The Battery lies behind him, with Governor's Island and Castle Williams projecting beyond; still more distant is Red Hook, and then opens the passage called the Narrows, with Staten Island on the right, leading to Sandy Hook and the Atlan-

THE NORTHERN

the ocean, which is 30 miles from the city. On the west side of the bay are Bedlow's and Gibbet Islands, with fortifications; the point at the mouth of the Hudson is Powles Hook, on which stands a small town in New-Jersey called Jersey City; and the village of Hoboken is seen a mile or more up the river. The hills of Weehawken appear beyond; as the boat moves rapidly on, it passes the crowded line of buildings in Washington-street, the *State Prison*, and the *North Battery*.

At Hoboken, under a ledge of rocks facing the river, and about the distance of 6 miles from the city, is the spot where General Alexander Hamilton fell in a duel with Col. Burr. A monument of white marble was erected to his memory on the place; but it has been removed, within a few years to Trinity Church yard. This is the common duelling ground for combatants from the city, and many lives have been lost on this fatal spot.

THE PALISADOES,—a remarkable range of precipices of trap rock, which begin near this place, extend up the river on the west side 20 miles, to Tappan, and form a singular, and in many places an impassable boundary. In some places an old red sand stone foundation is seen appearing below; but the great mass of the rocks presents the mural precipices of the trap formation, and rises from the height of 15 or 20 feet to 500 or 550.

The **LUNATIC ASYLUM** is seen on the other side, about a mile and a half beyond, and is a large building of hewn stone, occupying a commanding situation.

HARLAEM HEIGHTS are a short distance further. They form an elevated ridge across Manhattan island, on which a line of fortifications was thrown up during the late war, quite over to the east river.

FORT LEE, 2 miles, on the west side of the river, is situated on the brow of the *Palisadoes*, more than 300 feet above the river.

FORT WASHINGTON, 1 mile, nearly opposite.

FORT INDEPENDENCE, 2 miles, on the west side. Here the *Palisadoes* are of still greater height.

DOBB'S FERRY, 10 miles. This is the best point to stop, if the traveller intends to visit the *Grave of Andre*, as the spot is only 2 1-2 miles distant, in Tappan. His remains however, have been carried to England.

HARRYTOWN, $3\frac{1}{2}$ miles. This is the place where Major Andre was stopped, returning from his visit to Gen. Arnold, and on his way to the British lines. The place was then neutral ground, as the Americans and English lay encamped above and below. The previous life of this interesting young officer, together with the amiableness of his disposition, the refinement of his education, and the melancholy and ignominious fate to which he was brought, by one of the unhappy concurrences too often produced by war, spread a deep and universal sentiment of sympathy throughout this country, which time will never obliterate, and which will be only perpetuated by our history.

For a detail of the circumstances connected with Major Andre's capture, the reader is referred to a brief history of them, introduced in the account of *West Point*, a few pages beyond.

The **ENTRANCE** of the **HIGHLANDS**, is a short distance beyond this place, and 40 miles from New-York. This is a region no less remarkable for the important military events of which it has been the theatre, than for the grandeur and nobleness of its natural scenery. In pointing out the various positions as we pass along, we shall give them all a notice, but endeavour to enlarge only on those whose history demands a more particular attention.

STONY POINT. The little rough promontory on the left, nearly a mile below the entrance of the Highlands, was a fortified position during the American war. The British took it from Gen. Wayne in 1778, but lost it again the same year.

VERPLANCK'S POINT, on the opposite side, was also the site of a fort; but is now ornamented with a handsome private mansion, and the rocks near the landing are tastefully variegated with a lawn, an harbour, and many fine trees.

FORT MONTGOMERY AND FORT CLINTON.

5 miles.

These forts were taken by Sir Henry Clinton, on the 6th of October, 1777. His object was to co-operate with

Gen. Burgoyne, at that time closely watched by Gen. Gates near Saratoga, and to afford him an opportunity to force his way to Hudson river, by effecting a diversion in his favour. For this purpose Sir H. Clinton had left New-York with 3 or 4,000 troops, embarked in the fleet, and landed at Verplank's Point. The next morning a detachment was sent to Stony Point, and marched round in the rear of these forts, then under the command of Gen. Putnam, and garrisoned by 1000 continental troops, part of whom were unfit for duty, and a small number of militia.

Gen. Putnam, apprised of the landing made at Verplank's Point, and supposing the object of the expedition to be Fort Independence, had crossed the river, and made preparations to oppose them. He did not discover their real intentions until he heard the firing at forts Montgomery and Clinton, which are near each other, and were attacked at the same moment. Governor Clinton, however, and his brother, Gen. James Clinton, had arrived just before Lt. Col. Campbell, with 900 men, attacked the first of the forts, and Sir Henry Clinton and Generals Vaughan and Tryon the other. The fighting began between four and five o'clock in the afternoon, and lasted till dark, when the Americans having lost about 250 men, the forts were surrendered; but all the garrison who were able, about 450, effected their escape, with the governor and his brother Gen. James Clinton. The British afterwards crossed the river, and entered

FORT INDEPENDENCE, which is a little above. A strong chain which had been stretched across the Hudson, to prevent the passage of the enemies' ships, was then removed, and the British proceeding to West point, removed the chain there also; and a part of the fleet, under Sir James Wallace, went up to Kingston, with General Vaughan and his troops. Although they found the village defenceless, the officers ordered it to be burnt, on the 13th of October. The British proceeded no further than that place; for the news of Burgoyne's surrender being received a few days afterwards, the fleet returned to New-York.

As the steam-boat proceeds, several points are obser-

ved projecting into the river, some distance above; and West Point makes its appearance on the left hand, with the ruins of FORT PUTNAM elevated on a commanding eminence, a little beyond, 598 feet above the water level. Of the latter, travellers have frequently remarked, that it is the only object in the United States which deserves the name of "*a ruin*;" but in the view of an European probably its claim would not appear very substantial, as the elements have begun their devastations upon it within thirty or forty years. It is, however, as imposing in size as in position; and the view it commands over its wild and mountainous neighbourhood, as well as its connection with our history, will render it worthy of a visit. The large hewn stones used in its construction, it is said, were taken from the shore at West Point, and carried by men up that tiresome ascent. During the war a fort stood on the opposite side of the river, called Fort Constitution.

WEST POINT.

This was a military position of great consequence in the war. A battery was erected on the extremity of the point just over the river, to command the channel, while a strong iron chain was stretched across from the shore below, to the opposite side. This was taken up by the British, when they went up to Kingston. Just round the point, near the margin of the water, is the *cold spring*, from which the troops stationed there were supplied with water.

THE MILITARY ACADEMY OF THE UNITED STATES.

is located at West Point; and a more delightful situation for such an institution could hardly have been selected. It is designed for the instruction of young men destined for the army; and secondarily for maintaining the military science in the country. The Academy was established in 1802 by Gen. Williams, and extends only to the instruction of Cadets. The number of pupils is confined to 250, and in choosing from the applicants, the sons of

revolutionary officers are allowed the first claim, and those children of officers of the last war, whose fathers are dead, the next. It has been made a subject of complaint, however, that too large a proportion of those admitted are the sons of wealthy parents not designed for the army, while the poor are almost debarred from the gratuitous advantages of such an education.

The level on which the buildings of the institution are erected, is 188 feet above the river, though it has the appearance of having once formed a part of its bed. The principal building is large and striking. The annual expense of the institution to the U. States is \$115,000. The sum paid for the education of a cadet is about \$330 per ann. The library consists of a large and valuable collection of books on the various branches of military science, which have been obtained with great assiduity and no small expense from Europe.

One of the particular spots worthy of attention, is the site of Col. Beverly Robinson's mansion on the east side of the river, which was made the head-quarters of the several officers who were at different periods invested with the command of this important part of the country. It was resorted to at different times by most of our distinguished revolutionary men, and was the place where Arnold was stationed when he so basely deserted his country's cause.

In September 1780, while the British held possession of Hudson river up to the borders of the Highlands, and Gen. Arnold was in command here, a correspondence was carried on by him with the British officers on the subject of surrendering his post into their hands. To bring their designs to a conclusion, it was determined that a meeting should be held.

Andre was sent under cover of the night from the sloop of war Vulture, which was then lying in Haverstraw Bay, to a place which had been appointed for the conference. A man by the name of Smith had been sent on board by Arnold, under the pretence of negotiating about an honourable treaty with Great Britain, and he accompanied Andre to the foot of a mountain called the Long Clove, on the west side of the river. Here they

found Gen. Arnold in a dark grove of evergreen trees, according to appointment: true to his word in this instance, though false to his country.

The substance of the conversation held on that occasion, may be imagined, as well as the different emotions which must have agitated the parties. The neighbouring scenery throws over the place a darkness and gloom well accordant with the memory of that night, and the melancholy events of which it was the precursor; and the greater and far more extensive evils which it might have occasioned, by placing this most important post in the power of our enemies. So long was this interview in coming to a close, that the day dawned about the time of its termination, and the approaching light put it out of the power of Major Andre to pass in safety the posts at Verplank's and Stony Points. He was therefore obliged to retire to Smith's house, and change his dress for a plain disguise.

General Arnold had furnished him with a pass, under the name of John Anderson; and on the following evening he set out by land, accompanied by Smith as a guide. They rode that night to Mc Koy's, after going eight or nine miles; and the next he spent at Pine's Bridge over Croton river. Here he parted with Smith, and proceeded alone six miles, when, as he had passed the American lines, and was approaching those of the British, he was discovered by three men who were concealed from him behind a bank; and one of them suddenly stepping from under a tree by the road side, seized his horse by the bridle. Andre was put off his guard, either by a sense of security, or surprise, and thoughtlessly demanded where he was from. "From below," replied the man; meaning from the British party. "So am I," replied Andre; and he immediately informed him of his being a British officer, travelling on urgent business.

When he discovered that the strangers were New-York militia-men, on a scout between the lines, he offered his watch as a ransom for his liberty; but having searched his clothes, they found proof of his designs, and refused to release him. They found in his boots, a description of the works at West Point, with returns of

all the forces of the garrison, in the hand-writing of Arnold.

This happened on the 23d of September. A messenger was immediately sent to General Washington, and at Andre's request, Lieut. Col. Jamieson sent to Arnold, to inform him that Anderson was taken. The latter messenger arrived first; and Arnold, as soon as he learnt the truth, took the horse on which he had come, and rushing down a very steep bank, sprang into a boat, and ordered the rowers to take him on board the Vulture. As soon as Gen. Washington was informed of Andre's capture, he dispatched Col. Hamilton to Verplank's Point to stop him; but he arrived too late, and Arnold escaped on board.

On the 29th of September a board of officers was appointed for the trial of Major Andre, and sentenced him to suffer death as a spy. Objections were made to this sentence, on the ground that Andre had been introduced into the American camp under the passport of one of our officers; but the delivery of Arnold being made the condition of his release, and that being refused by the British, he was kept in prison until the 2nd day of October, when he was hung at the town of Tappan, where his body was afterwards interred.

The feeling which this severe and melancholy event, produced in the minds of our countrymen, was sincere, deep, and permanent; and those who acknowledged that the sentence was just, and his fate in those circumstances unavoidable, lamented the ignominious death of a man of such a noble, interesting character, and one who had risen to a distinguished station at an early age. His life was published and widely circulated in the United States; and there is scarcely a child to be found at this day, who has not mourned over the sorrowful tale of Major Andre.

A few years since the British government sent to this country to obtain his remains, which were removed to England and placed in the family vault of the then Prince Regent. A cypress tree which grew over his grave was likewise removed to the garden of the present king. The roots of this tree were found to have twined themselves about the skull.

At leaving West Point, the traveller will observe several remarkably high mountains on both sides of the river, for which he is referred to the map. PUTNAM'S ROCK was rolled from the top of Butter Hill, June 1778, by a party of soldiers directed by General Putnam.

NEWBURGH.—This is a town of considerable size, 3 miles beyond the Highlands, with some handsome buildings. Here begins the *Stage Road* leading from the river to Ithaca, at the head of Cayuga Lake, and communicating by a steam-boat, with the great western turnpike at Cayuga Bridge. For these places, see Index.

THE CATTSKILL MOUNTAINS.

As the traveller proceeds, he at length discovers the distant ridge of the Catskill mountains, which limit the view in that direction for many miles, and form a grand feature in the scene. On account of their great elevation they seem less distant than they really are; and although they present so imposing an appearance when directly opposite, they no where approach nearer to the river than 8 miles, and in some places retire 15 and even 20.

An excursion to the summit of these mountains is performed by great numbers of travellers; and indeed has become so favourite an enterprise, that it may very properly be ranged among the principal objects in the great tour which we are just commencing. The visit may be accomplished in one day, though two or three may be agreeably spent in examining at leisure the grand and beautiful scenery of that romantic neighbourhood, particularly in observing the break of day and the retiring of the sun from that lofty height. There is a large and commodious house of entertainment erected at the Pine Orchard, one of the peaks of the mountain, about 3000 feet above the river, which is visible from the steam-boat, and the ascent to it is performed without fatigue in a stage coach, which goes and returns regularly twice a day.

The place to land for this excursion is Catskill, where begins a *turnpike road to Ithaca*. Taking the stage coach here, for \$1 you proceed towards the Pine Or-

chard, passing a good inn at the mountain, (7 miles) and then beginning the ascent, which is surmounted by a winding road that affords much wild scenery and many a glimpse at the surrounding country. Five miles of such travelling brings the visitor to

THE PINE ORCHARD. This is a large and singular plain, about a mile and a half long, and nearly a mile broad, 3000 feet above the river, covered with a growth of forest trees, and furnished with a house about 50 feet square and two stories high, built for the accommodation of visitors. The view which it commands towards the west and north is extensive and grand. The Hudson is seen winding from afar through its verdant valleys, its margin adorned with villages, and its surface enlivened with vessels of various descriptions. Immediately below is seen a region of uncultivated mountains, which is strikingly opposed by the charming aspect of the fertility that reigns beyond, and presents all the variety of hill and vale, town, hamlet and cottage.

The Pine Orchard is the resort of so much company during the pleasant seasons of the year, that the attractions of its scenery are redoubled by the presence of agreeable and refined society. Individuals of taste and leisure, and still more, parties of travellers, will thus often enjoy a gratification which is rarely to be found in a place naturally so wild and difficult of access.

THE SOUTH MOUNTAIN is a summit of greater elevation towards the south, from which the view is more extensive. It is 3,718 feet above the ocean.

THE NORTH MOUNTAIN, however, is the finest point of view of all, being about 3804 feet higher than the Ocean, and overlooking a large tract of country on the north-west, which is not in sight from either of the others. On the west side of the river is seen part of the counties of Albany, Greene, Ulster and Orange; and on the east, part of Putnam county, and all of Dutchess, Columbia and Rensselaer. The distant high land in the east belongs partly to Taughkannuc and Saddle mountains, in Massachusetts, and perhaps partly to the Green Mountains in Vermont. Lower down is discovered a range of hills in the western county of Connecticut. The eye embraces a tract of country about 100 miles in

length and 50 in breadth; and a large part of it is supposed by geologists to have formed the bed of a great lake in some long past age, when the Hudson was thrown back by the barrier presented at the Highlands, before the present chasm had been cut for its passage.

The rich cultivation of Dutchess County, proverbially fertile, will be dwelt on with great delight; while the numerous vessels continually skinning over the Hudson, may serve to remind the spectator of those vast and productive regions which nature had made tributary to other streams, but whose wealth has been diverted by art into the same broad channel. Many of the vessels which navigate the Hudson are freighted with the productions of Lake Erie; and the stranger may perhaps have an opportunity to see them gliding by to New-York regardless of the wind, as steam boats are to be employed this season expressly for that purpose.

Nearly opposite is seen the old Livingston Manor, which is one of the few great aristocratical estates existing in this part of the country. It contains a tract of about 14,000 acres.

THE CASCADES. There is a singular and highly romantic scene which has been intentionally reserved for the last. At the other side of the Pine Orchard are two fine cascades, which the visitor must not fail to see, even if he should neglect to ascend the north or south summits. A path leads through the woods to the cascades; but there are two small *Lakes* from which the supply of water is derived, which cannot be seen without diverging to the right.

THE LAKES lie very near each other and communicate by a small stream. They are probably about a quarter of a mile in circumference, each, and not very remarkable for their appearance. The stream which flows from the second lake runs to the western extremity of the Pine Orchard, where the level terminates very abruptly at a high and shelving precipice, descending into a tremendous gorge between ridges of gloomy mountains. The whole scene is on a vast and imposing scale. The gulf is gloomy, and the steep ascents on both sides are entirely clothed with forests. Just at the feet of the spec-

tator the stream rushes along and springs from the rock, in two beautiful cataracts, into the deep and narrow valley below. The first fall is 175 feet, and the second 30, both perpendicular, without a single protruding rock to break the snow white sheet.

A small building is erected on the left hand, where refreshments may be obtained; and on the right is a steep path by which even ladies may descend in safety to the foot of the falls. That is the finest point of view, and the whiteness and sparkling of the water are strongly contracted against the darkness of the caverns behind it, formed by two shelving rocks from which the stream is successively precipitated. Pursuing the course of the stream down the valley with the eye, it is seen rushing tumultuously along over a steep and rocky channel, winding between the bases of the mountains, until it gradually sweeps away towards the south, and disappears among the rude scenery that surrounds it.

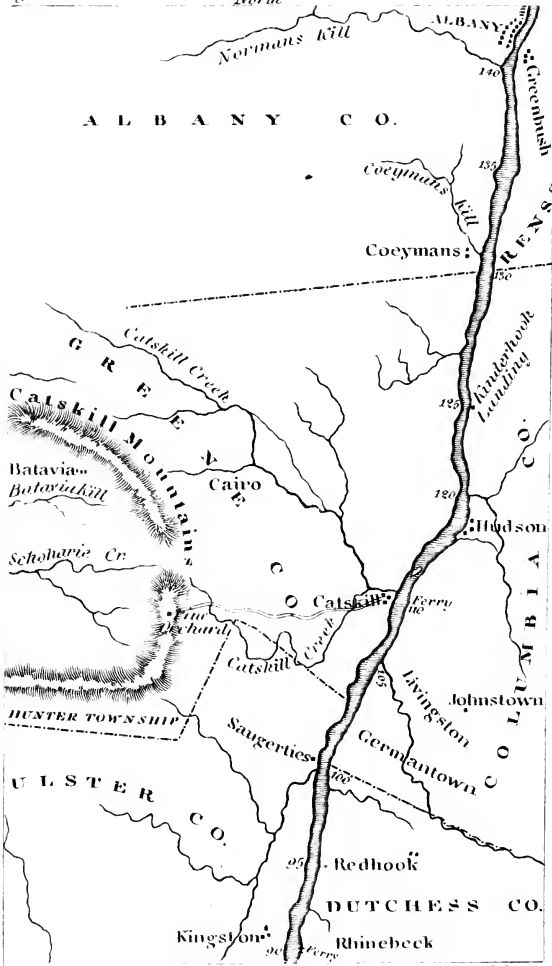
On a fine summer day, the splendour of the scene is greatly increased by the depth of the lights and shades, as well as the forms and motion of the mists, which the wind is continually bearing off from the water-falls; and the brilliancy of the rainbows with which they are often decked by the beams of the sun.

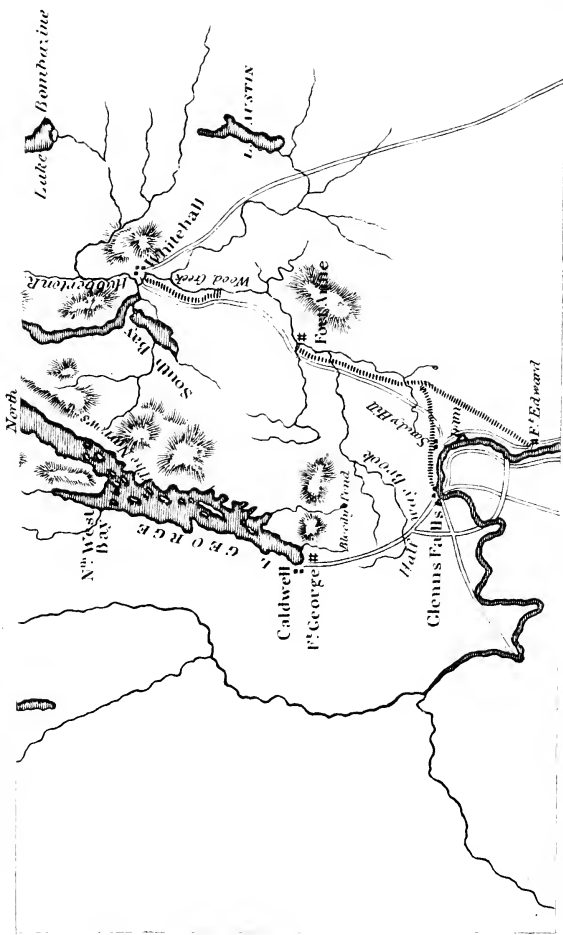
After gratifying his curiosity and taste with scenes like these, the traveller will return to Catskill, to take the next Steam-boat; and by making the necessary arrangements, he can proceed up the river with very little delay.

THE CITY OF HUDSON, 51-2 miles.

This is one of the largest and most important towns on the river, and occupies a commanding eminence on the eastern bank, with several ranges of large stores built near the water's level. On the brow of the ascent from the water is a favourite promenade, from which a charming view is enjoyed of the river and the opposite Catskill mountains. The western shore is variegated and beautiful, and contains the village of Athens.

If the traveller wishes to proceed directly to *New-Lebanon* Springs, this is the proper place to leave the steam-





boat; as there is a direct road leading to that place, and a stage coach goes twice a week. The distance is 28 miles, Hudson is $117\frac{1}{2}$ miles from New-York, and $27\frac{1}{2}$ from Albany.

There are some fine country seats in this neighbourhood.

THE OVERSLASH, 4 miles from Albany, is a place where the large steam-boats are obliged to stop when the river is very low, because the water is much more shallow beyond. The small steam-boat *Fire-Fly* is then sent down to take out the passengers and luggage; and at the hour of departure, comes down with the passengers for New-York.

ALBANY, 145 miles from N. York.

Inns. Rockwell's Mansion House, in North Market-street; Skinner's do. Cruttenden's, do. on Capitol Hill; Bamman's, South Market-street, and Fobes's, near the Steam-Boat Wharf. The best houses in Albany are large and well kept, and the stranger will find excellent accommodations, provided the city is not too much filled by the session of the legislature, or some other extraordinary occurrence. The charges however are very high in this city, and form a mighty contrast with the moderate demands for food, lodging, &c. in the inns along the course of the canal, and in the canal boats themselves.

Routes from Albany. Stage coaches run daily towards all the four cardinal points; and six or eight frequently set off in the same direction. Indeed the number is often much greater than this, when the full crowd of travellers is pressing towards the springs. Two or three steam-boats go daily to New-York, small packet boats go on the canal to the Junction, 8 1-2 miles, and a large and convenient one used to go every day to Schenectady, 23 1-2 miles, but it is uncertain whether it will be continued. The circuit and delays occasioned by the locks, make the passage consume a whole day. The freight boats of the Erie and Ontario Transportation Company are very numerous, and have been lately fitted up very comfortably for passengers, and convey them at a less

price than the regular packets, although their charge was reduced last October to 2 1-2 cents a mile—dinner 31 cents—breakfast 25—supper 25—lodging 12 1-2. How it will be hereafter, is not yet known.

For places on the various routes, see the index at the end.

The Capitol, or State House, occupies a commanding position, and contains the Assembly and Senate chambers, the Supreme Court, County Courts, &c. &c. It is 115 feet in length, 90 in breadth, and 50 high. On the opposite side of the river is Greenbush, famous for more than a century as a cantonment; and the now deserted lines of barracks are clearly seen from the State House. This is the first point worthy of notice, connected with the colonial wars against Canada. At Greenbush, the troops supplied in quotas by the eastern colonies, used to meet those of New-York; and hence they proceeded under commanders appointed by the British government, against their enemies in the north.

Albany received a great impulse during the late war with England, on account of its local position, but peace brought with it a fatal stagnation of business, the effects of which are still apparent in some parts of the city, although the more natural and wholesome prosperity which already begins to flow in through the canal, has done much to obliterate them.

The Farmers' and Mechanics' Bank, at the foot of State-street, is a handsome building of white stone; and State-street itself deserves to be mentioned, on account of its remarkable breadth as well as steepness. The Museum is in South Market-street. There is a cascade at the distance of a mile and a half, on the south-western side of the town, worthy of the labour of a walk to those who are fond of wild and secluded scenes. The stranger however, will want a guide or particular directions to Wendell's Falls.

LEBANON SPRINGS, 25 m. east from Albany.

This is one of the great fashionable places of resort, has a fine natural situation, a fertile soil, and is placed in the midst of a fine amphitheatre of hills and

mountains. the waters of the spring are abundant, and much esteemed for bathing, always keeping the temperature of 72° Fahrenheit, although they cannot be supposed to possess any mineral virtues, as may be inferred from an examination of the following analysis given by Dr. Meade, and quoted by Professor Silliman: Two quarts of the Lebanon water contain

Muriat of lime, 1 grain.	|	<i>Of Acriform fluid.</i>	
Muriat of Soda, 1 3-4			
Sulphat of lime, 1 1-2		Nitrogen gas,	13 cubic in.
Carbonat of do. 3-4		Atmospheric air,	8 do.
<hr/> 5 grains.			<hr/> 21

The Lebanon water is therefore purer than most natural waters, and purer than those in the vicinity, which flow from the same hill. It resembles very much the Buxton water in England, though it is not quite so warm; and the Bristol water is another example of tepid water almost entirely without mineral qualities. Professor Silliman compares the scenery about Lebanon Springs to that of Bath in England. It is however graduated more on those principles of taste which habit cherishes in an American, as it abounds far more in the deep hues of the forest, and every where exhibits the signs of progressive improvement. Few places can be found in this part of the country, where the views are so extensive and grand, at the same time that they embrace so many rich and swelling slopes, with so many a scene of neat, beautiful, and productive husbandry.

Messrs. Kerr & Hull's house at the springs, is very large, commodious, and elegant; and during the past season, accommodated 300 persons at one time, probably as many as any public house in the country. The attendance and table will be found excellent, and Saratoga and Ballston waters may be obtained at the bar. It stands close by the spring, and is furnished with baths supplied with the water. The old house has been put in complete repair, and fitted up anew; a very large addition was built to it in 1824, which attracted vast numbers of visitors to the place in both the succeeding seasons. The first house measures 90 feet, and the new

one 130, 5 stories high. They stand in the form of an L, and a fine piazza runs along them both, measuring 220 feet. The place now vies with Ballston and Saratoga: and has sometimes counted more visitors than either of them. The stranger will here find the same amusement and gaiety growing up in the fashionable season, and witness the same round of arrivals and emigrations, with a similar decline as the leaves begin to change; and if not too much an admirer of nature to suffer the approach of ennui, he may perhaps, after too long a delay, perceive in his own feelings something to remind him no less of those favourite resorts of fashion and ease.

From the Springs to Hudson is 28 miles, and a stage coach goes thither twice a week. The following is a table of distances on the road to Boston.

Pittsfield, - - -	9 m.	Brookfield, - - -	7
Dalton, - - -	6	Spencer, - - -	7
Peru, - - -	7	Leicester, - - -	5
Worthington, -	8	Worcester, - - -	6
Chesterfield, -	9	Framingham, -	20
* Northampton, -	13	Weston, - - -	5
Hadley, - - -	2	Watertown, - -	5
Belchertown, -	9	Boston. - - -	10
Western, - - -	7		

135 miles.

THE SHAKER VILLAGE, a few miles from the springs, is an object of attention to most visitors. The village itself presents a scene of great neatness and beauty, as it is situated on a beautiful level, and laid out with the utmost regularity. The fields are divided by right lines, fenced with the most substantial materials, and cultivated with great faithfulness and skill. It is a leading principle with the society, to allow of no private property; all the possessions of each person who joins them, are thrown into the common stock, and submitted at once to their peculiar system of life and government. Celibacy

* Northampton is a beautiful town on Connecticut River, and well worthy of a day's delay at least. *Mount Holyoke* commands the finest view in this part of the country, and is easily accessible.

they insist upon as indispensable; and they profess to banish the love of wealth and ambition, as well as luxury in all its degrees, from their territories.

So much has been lately published on their peculiar doctrines, that few words need to be said here on the subject. Not that their principles are very perfectly understood by the public; on the contrary, few indeed can be said to comprehend it, even among the society itself. Indeed it may be doubted, whether two persons could be found who would give the same representation of the subject.

The founder of their sect was Ann Lee, who came from England some years ago, and established a small "family" as they call it, which has been succeeded by various similar institutions in different parts of the country. They regard that woman as nearly equal to the Saviour of the world; and themselves as the only persons who have received that spiritual light which is necessary to understand and practice the duty of man, which is, to renounce the pleasures of the world, and, by a life of self denial, present a living testimony against error and wickedness. Their dress is plain, and their worship consists principally in a strange and disagreeable kind of dancing, whence they have their name, accompanied with a monotonous song.

Some of their most experienced and perfect members, pretend to "speak with tongues," heal diseases with a touch of the hand, and perform other miracles like the apostles. They are generally supplied with members in the children of poor parents, or the parents themselves, who may be desirous of securing a comfortable living, and are not scrupulous in breaking the bonds of nature, by considering relationship as well as matrimonial union dissolved, which the rules of the society strictly demand. Occasionally, however, they receive more lucrative additions from an individual or family of wealth.

They pay great attention to the raising of garden seeds in most of their villages, as well as to several of the neater branches of manufacture, and derive from both a very handsome income, by making sales at home and in distant parts of the country. Whoever has an oppor-

tunity to see this singular people, will probably feel gratified with their neatness, industry, and economy, but will probably leave the place with pity for some, and suspicion of others.

Geology. The tract of country between New-Lebannon and Albany is transition. Bluish grey transition lime stone, with veins of calcareous spar, abounds here in strata on a great scale, with a considerable inclination. It is compact, with a slaty structure. Grawacke abounds at intervals; also transition slate, and a fine red sand stone. At Greenbush is a bed of unflammable fossil coal, or Anthracite.

THE ALBANY BASIN. The northern and western canals unite at the distance of 8 1-2 miles from Albany, and terminate here. To afford room for boats to lie while discharging or receiving their cargoes, a large basin has been built in the Hudson, which extends more than half the length of the city, and is one of the greatest works connected with the canal. It is 4000 feet long.

The size of this basin, may afford the stranger some idea of the extent of the benefits expected from the canal; and probably he will find cause to think them not overrated, when he observes the number, size and lading of the boats which already avail themselves of the convenience and security of this construction. Here the traveller gets the first view of objects with which he is afterwards to become familiar, and if he is travelling this way for the first time in a few years, he must look with surprise upon the crowd of boats, and the bustle of industry. He may look upon them also with additional interest; for they will be hereafter presented to his view in many varying forms, though still preserving the characteristic aspect and impression, which distinguish the whole line of internal improvements, to its very termination.

The route to Schenectady, by the canal, although so much longer than the stage road, and so much obstructed by frequent locks, is highly worthy of the traveller's attention, either in going or in returning; for it will afford him an opportunity of seeing the junction of the two canals, the Cohoes Falls on the Mohawk, the locks by which the rise of land is artificially surmounted, the

aqueducts which bear the canal twice across the river, the Wat Hoix rapid, and the gap through which the canal passes on the northern side of the Mohawk. The packet boats used to leave Albany for Schenectady every day; if they should have ceased running, travellers may find very good accommodations in the boats of the Ontario and Erie transportation Company, which are all fitted up for passengers, and carry them at more moderate prices. Other boats of various description go every day in the same direction.

CANAL FROM ALBANY TO SCHENECTADY.

The boats start from the commencement of the canal, which is at the north end of Albany, so that a carriage will be necessary for the traveller and his luggage.

State Arsenal, 5 1-2 miles, at Gibbons'-Ville. The advantages of this situation will be immediately perceived, the vicinity to the Hudson, the road, and the canal, affording every convenience for the transportation of arms and ammunition. This depository of arms &c. is under the charge of Major Hoops.

TROY.

On the opposite side of the river, is a very handsome town, with fine hills in the rear, the most prominent of which has received the name of Mount Ida, to correspond with the classic appellation of the place. There is a good horse-ferry, which helps to render the town a great thorough-fare during the travelling season. The Dam and Basin at Troy form a great and expensive work, and promise great benefit to the place, by diverting a part of the business of the canal. For Stage road to Boston, see Index.

As I suppose the traveller personally unacquainted with this part of the country, I may call his attention both to the advantages and the disadvantages of this mode of travelling. The opportunity for looking around on every side is much better enjoyed in a Canal boat than in a stage coach, or even a private carriage, although it sometimes happens, that the road commands

more extensive views than the canal. The immediate scene from the latter, however, will usually be found the most agreeable ; for a smooth sheet of water, with level and often grassy banks, is a more pleasant sight than a long stretch of a muddy or sandy highway. Besides, it is always free from the inconveniences of dust, which frequently render the roads in this part of country extremely uncomfortable.

The Junction 8 1-2 miles from Albany, is where the Northern and Western Canals meet and unite. To this spot the canal has been of a greater width than either of the branches will be found to be. The Northern canal runs to Whitehall on Lake George, with locks, a distance of 63 1-2 miles, passing through Waterford, Half-moon, Stillwater, near Bemis's Heights, (14 miles from Waterford,) near the battle grounds of General Burgoigne, Fort Hardy, where he surrendered, Fort Miller, Fort Edward, and Fort Ann.

The Erie or Western Canal now reaches to Lockport ; and when completed, will run to Buffalo, on lake Erie, a distance of 362 miles. It has 83 locks, which raise and lower the water 688 feet in all. The principal points where the most labour and expense have been required, are the following :

The Basin at Albany,—the Dam and Basin at Troy,—the Locks at the Cohoes Falls,—the two Aqueducts on which the Canal twice crosses the Mohawk,—the long Stone Wall and Locks at Little Falls, together with the beautiful Aqueduct for the Feeder at that place,—the long wooden Pier or dam in the Onondaga Swamp,—the great Embankment at Monroe, where for two miles the boats pass 72 feet above the level,—the Aqueduct over the Genesee at Rochester,—the 5 double combined Locks at Lockport, and the long Pier at Black Rock.

The principal natural objects within its neighbourhood, worthy of the traveller's attention, are the following :

The Cohoes Falls,—Little Falls,—the Falls of Trenton, 14 miles north-east of Utica,—the Lakes of Oneida, Salina, Onondaga, Cayuga, Seneca and Canandaigua ; the three Falls of the Genesee River at Rochester and Carthage ; Niagara, and the Lakes of Ontario and Erie.

Amount of transportation during the year 1824, on both the canals, as estimated from authentic sources

112 tons of furs, prices varying, from 24 cents to \$4 per lb. say, on an average \$1, 50	\$376, 320 00
121, 756 bbls. flour at \$5, 25	639, 219 00
19, 884 barrels of beef and pork, averaging per barrel \$9, 50	187, 898 00
25, 895 barrels of pot and pearl-ash at \$25	647, 375 00
128, 674 bushels of wheat, at \$1, 12	144, 114 88
30, 376 bushels coarse grain at 45 cts	13, 669 20
512, tons of gypsum at \$4	2, 048 00
340, 884 gallons of whiskey at 26 cts.	88, 629 84
8, 295, 610 feet of boards and plank viz.	
5, 530, 407 feet boards at \$10 per M. and 2,	
754, 203 feet plank at \$15 per M.	96, 782 11½
6, 118 boxes of window glass at \$3 per box	18, 354 00
1, 127 bbls. linseed oil, at 70 cents per gallon	25, 244 80
5, 425 barrels water line at \$3 per bbl.	16, 275 00
1, 056 M. pipe, lhd. and bbl. staves averaged at \$21, 35	22, 545 60
3, 120 bbls. salt at \$1, 87 1-2	5, 850 00
4, 092 cords of fire wood at \$3, 50	14, 322 00
	<hr/>
	\$2, 309, 206 43½

This, it will be recollected, is but the value of *produce* brought down from the west and the north to Albany. The value of the *merchandise* sent back in return, we know not, nor is it material to our purpose, as the *produce* of the state, after all, is to be taken as the criterion of our wealth. In the above list there are many articles omitted, such as hops, butter, cheese, lard, wool, paper, lumber, &c. which will swell the amount several hundred thousand dollars. To transport all this by land, would cost a day's work of 272,000 men and 2 millions of horses *more*.

In the unfinished state of the canals, the amount of tolls was, in 1822, \$64,071 83; in 1823, \$151,099 46; in 1824, \$340,642 22. The canals will be completed in 1825, and it is estimated that on the first of Jan. 1826, the canal debt will amount to \$7,602,092. The interest on this will be \$410,000, and \$100,000 is estimated to be requisite for

repairs and superintendence, annually. For the first ten years the canal tolls are estimated to average \$700,000; the auction duties belonging to the canal fund, \$250,000 and the salt duties \$170,000. The income from the tolls and funds of the canals will thus yield an annual surplus revenue of \$610,000 to be applied to the reduction of the canal debt, which it is estimated will be paid off in 10 years.

COHOES FALLS.

This is the great Cataract of the Mohawk River; and a hasty walk along the bank will give him an opportunity to view the scene from a near point. The height of the fall is 78 feet. The banks are mere walls of stratified rock, rough, and sometimes hollowed out beneath, rising about 140 feet above the river for a great distance below the falls. At first view the cataract appears almost as regular as a mill-dam, but on a nearer approach the ledge of rocks over which the water is precipitated, is found extremely irregular and broken. Many fine fish are caught at the bottom.

The lower Aqueduct, 2 1-2 miles. On account of the difficulty of cutting the canal along this side of the river, above this place, it was found easier to carry it over, as there is a natural channel on the other side, which will be seen with surprise. This aqueduct is 1188 feet long, and rests on 26 stone piers and abutments.

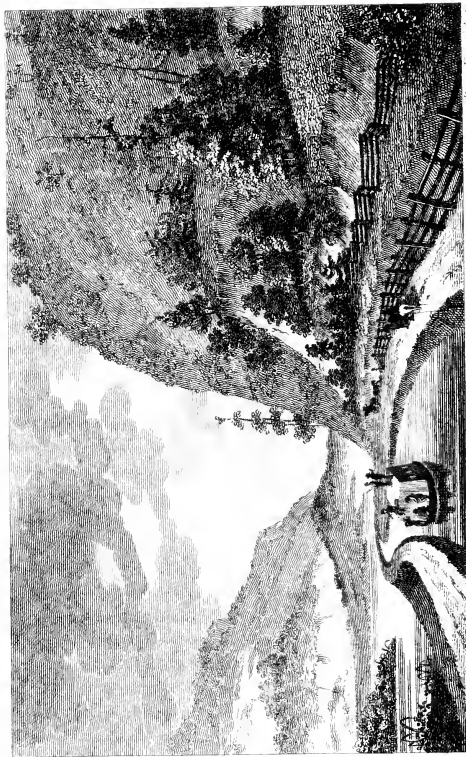
Wat-Hoix Gap, 2 1-2 miles—the channel above mentioned.

Upper Aqueduct, 9 1-2 miles—748 feet long, and rests on 16 piers.

SCHENECTADY is one of the oldest settlements in the state, having been occupied as a little frontier fortress before the year 1665, when it was attacked by a party of French and Indians from Canada, and burnt, and many of the inhabitants murdered. This party was designed against the Five Nations; but being much worn down with travelling in the winter, they fell on Schenectady.

The appearance of the town is now fast improving. It was remarkable, until within a very few years, for the antique and foreign aspect of its buildings, and the inconvenience of its streets, having retained in a singular degree the Dutch fashions in architecture, &c. As

TRAVELLING on the ERIE CANAL.



Peer-Johnson del.

H. B. 1834

the Canal has nothing to bestow upon Schenectady, except the empty honours of a passing salute, the place can never expect an extensive increase.

Union College is conspicuously situated a little out of town. Two large stone buildings have been erected several years, and if the original plan is ever completed, the appearance of the institution will be remarkably striking. In 1824 it had 234 students. Dr. Nott is president.

FROM SCHENECTADY TO UTICA,

By the Canal, 91 1-2 miles.

- 3 miles, Rotterdam Flats,
- 8 - Flint Hill, in Florida,
- 10 - Fort Hunter on the right. Queen Ann's chapel, and the site of the Mohawk Fort, or castle,
- 1 - Schoharrie Creek, with the Dam and singular ferry for Canal boats,
- 4 1-2 Caughnawaga. Johnstown is 4 miles off to the right,
- 7 3-4 Anthony's Nose, (a high hill) and the great cave. See plate second.
- 5 - Lock, No. 37, Canajoharie creek and village. Regular carriages go hence to *Cherry Valley*, Tuesdays and Fridays,
- 4 - Village of Fort Plain,
- 4 - Dam across the Mohawk, and Feeder,
- 3 1-2 East Canada Creek, on the opposite shore of the river,
- 2 - Mohawk castle. Church for the Indians,
- 3 - Once the residence of Gen. Herkimer, who was killed at Oriskany battle.
- 3 - Little Falls, Locks and village,
- 3 - German Flats,
- 3 - Lock, No. 48. On the south side is an old church, once used as a place of defence; also Fort Herkimer.
- 1 1-2 Herkimer village seen on the north side,
- 5 3-4 Lock. No. 53. Here begins the long level.

which reaches to Salina, 69 1-2 miles.
without a lock.

19 3-4 Utica.

At Johnstown, on the road, are two fine houses, built of stone, standing at the distance of a mile from each other. They were erected by Sir William Johnson and his family, as this tract of country was his residence, and formed a part of his vast and valuable estate. There was originally a third house, similarly built and at the interval of another mile: but this was consumed by fire. Col. Guy Johnson and Col. John Johnson, (sons of Sir William,) inhabited the two first, until the revolutionary war; when, having attached themselves to the British interest, they removed into Canada, and their estates were confiscated. Col. John afterwards came down with a party of French and Indians, attacked the town and made prisoners many of his old friends and neighbours.

The third mansion was on the other side of the road, and was

THE RESIDENCE OF SIR WILLIAM JOHNSON,

for several of the last years of his life. This distinguished man, who makes so conspicuous a figure in the history of the state about the time of the French war, was born in Ireland in 1714, and in 1734 came to America, at the solicitation of his uncle, Sir Peter Warren, who had acquired a large estate here through his wife. Sir William became well acquainted with the Indian language and manners, and acquired a greater influence over them than any other white man ever possessed. He rose from the station of a private soldier to the rank of a General, and commanded at Lake George in 1755, although, as will hereafter be seen, the title which he there received, was really merited by Gen. Lyman. July 25, 1759, he took fort Niagara, and in 1760 went to join Gen. Amherst at Oswego, and assisted in the capture of Montreal. He died and was buried at his seat, July 7, 1774, at the age of 60, very rich, in consequence of the increased value of his extensive estate after the French war.

03

• Trenton

North

Newport

C.

M E R

Little Falls

86

7

Herkimer

German Flats

15

H E R

Pulaski

P. Plains

N O

G O M

E R

C.

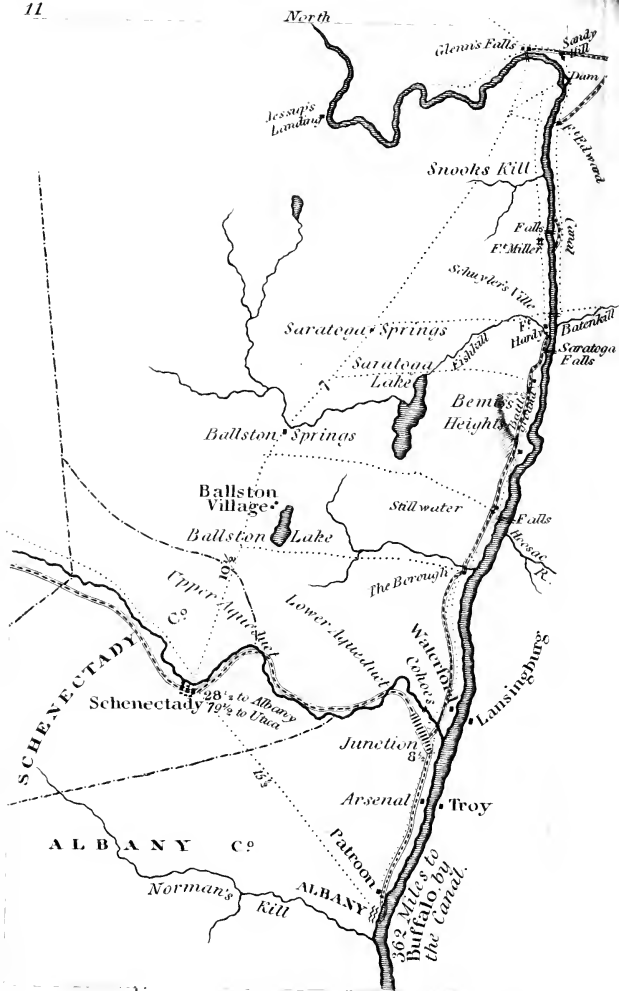
Johnstown

Canohar's Nose

Trick's Hill

Pittwater

Schoharie Creek



UTICA

This is the largest of all the towns in this state west of Albany, its population being about 4,500. The style of building is very handsome, and in some cases quite elegant; and the manners of the inhabitants correspondently polished and intelligent. There are several handsome Churches here, and many religious sects, among which are enumerated a congregation of Roman Catholics.

HAMILTON COLLEGE is situated in the village of Clinton, 9 miles from Utica. It has about 100 students.

TRENTON FALLS.

This most interesting object is well worthy the attention of every person of taste, being justly considered one of the finest natural scenes in this part of the country. It will be necessary to get a horse or carriage at Utica, as no stage coach runs that way; and to set off in the morning, as the whole day is not too long for the excursion. Particular directions should also be obtained before setting out, as the nearest road is very devious, and the country is but thinly populated. An excellent inn is kept near the falls by Mr. Sherman, an Englishman, who has a large collection of rare and interesting petrifications collected among the rocks, well worthy of examination.

From his house you descend a long stair case down the steep bank of the West Canada Creek, which has cut a frightful chasm through a rocky range, in some places 150 ft. deep, and is seen gliding swiftly by through a declining channel below. The chasm continues for four miles, and presents the most interesting variety of cascades and rapids, boiling pools and eddies which can easily be imagined. The passage or chasm between the rocks is every where very narrow, and in some places barely of sufficient breadth to permit the stream to pass; while the rocks rise perpendicularly on each side, or sometimes even project a considerable distance over head, so that it has been often necessary to form an artificial path by means of gun-powder. These pas-

sages appear dangerous, but only require a little caution and presence of mind to ensure the safety of the visitor, as strong iron chains are fixed into the rock to offer him security. There are four principal cataracts between the stair case by which you first descend, and the usual limit of an excursion, which is about a mile and a quarter up the stream. The first of these you discover soon after the first turning, and is about 40 feet high; with the greatest fall towards the West. The top of the rock on the right side is 150 feet high by line measurement, the second is a regular fall, much like a mill-dam, about 8 feet high; the third, a remarkably striking and beautiful one, is 35 feet, and the fourth rather a succession of cascades, but presenting many most agreeable varieties.

About a mile and a quarter from the house, is a small building lately erected for the supply of refreshments.

A singular species of tree is found in this neighbourhood, called the white cedar, with drooping branches, which often grow to such a length as to descend far below the root, in stooping towards the water.

The rocks there are all a dark lime-stone, of a very slaty structure, and contain astonishing quantities of petrified marine shells and other animals of an antediluvian date, such as *Dilobites*, *Trilobites*, &c. &c.

There are several other cataracts besides those already mentioned, both above and below; and a stranger might spend sometime here very agreeably in observing them at leisure, and in catching the fine trout with which the creek abounds. The house is commodious, and has the reputation of furnishing one of the best tables in this part of the state.

FROM UTICA TO SYRACUSE.

By the Canal, 63 3-4 miles.

Whitesborough,	- - - - -	4 miles.
Oriskany village,	- - - - -	7 -
Rome, on the right,	- - - - -	8 -
Feeder from Wood Creek, and the old U. S.		
Arsenal,	- - - - -	1 -
Oneida Creek,	- - - - -	14 -
Lock 54, end of the long level,	- - - - -	29 -
Syracuse.	- - - - -	— 3-4

Whitestown is one of the most beautiful villages in this part of the state, as well as the oldest settlement. All this tract of country was a perfect wilderness in 1785, when Mr. White from Middletown in Connecticut first took up his abode here and lifted an axe against the forest. The traveller may keep this in mind as he pursues his journey, and the progress of civilization will appear the most astonishing

SIEGE OF FORT STANWIX.

On the road from Whitestown to Rome, is the spot where Gen. Herkimer sat down under a tree, after receiving his mortal wound. In 1777 Gen. Burgoyne sent between 15 and 1800 men, part savages, under Baron St. Leger, to go from Montreal, by Lake Ontario, to attack Fort Stanwix; and then to go down the Mohawk to Albany. Early in August they arrived at Fort Stanwix. Gen. Herkimer, commander of the militia of Tryon county, was sent against them with 800 men. His men insisted on going on, to meet a detachment under Sir J. Johnson, sent out by St. Leger; but at the first shot they fled. A few remained and fought, and Gen H. was killed. Congress voted a monument to his memory, but it has never been erected. The Americans lost 160 killed, and 240 wounded and prisoners. Two miles below Fort Stanwix the canal commences between the Mohawk and Wood Creek; so that Rome separates the waters of the Hudson and the St. Lawrence.

Fort Stanwix is 60 or 80 rods N. E. of the centre of the village of Rome. A deep ditch, three rows of palisades, with a block-house in the middle. It was defended against St. Leger, by Col. Ganzevoort. Lieut. Col. Willet drove him off by a sortie, and plundered the camp. He was intercepted on his return, but cut his way through, and returned without loss of a man. When Sir J. Johnson returned from the battle with Gen. Herkimer, the fortress was summoned, but refused to surrender; and Col. Willett and Lieut. Stockton left the fort to inform the people towards Albany of its situation. They crept through the enemy's camp, and got to Gen. Schuyler's head quarters at Stillwater. Gen. Arnold

volunteered to relieve it. He frightened the besiegers by means of two emissaries, an Indian and a white man, who told such stories of the force of the Americans, that they left their baggage and fled precipitately to Oneida Lake.

CHERRY VALLEY was attacked in the revolutionary war by Captain Butler, who came down from Canada with 500 men, intending to take the Fort. Being disappointed in his undertaking, he fell upon the village, and murdered a great number of the defenceless inhabitants. Returning up the Mohawk, towards East Canada Creek and Oneida Lake, the usual route in those times between the Indian country and Canada, he fell on Fort Plain, (now Canajoharie,) where he perpetrated similar atrocities. He happened, however, to cross the Mohawk beyond this place; and while he was carelessly following his troops at some distance, near the mouth of East Canada Creek, he was overtaken by two Oneida Indians, who immediately prepared to take his life. He used many intreaties to spare him, but they yelled "*Sherry Valley, Sherry Valley!*" and tomahawked him on the spot.

ONEIDA CASTLE.

This is a village on the confines of a tract of reserved land belonging to the Indians of the Oneida nation. The principal residences of most of the Indians in this part of the country were formerly fortified in a manner corresponding with their ideas of warfare, and hence the name of castle attached to this village, as well as to several others we may have occasion to speak of further on.

The Oneidas were one of the original Five Nations, which form so conspicuous a figure in the history of this state. The best and most interesting account of them will be found in Colden's history, to which valuable work the curious reader is referred. They formerly resided, says that author, on the shores of the St. Lawrence, near where Montreal now stands; but being driven from their country by the Arondiacs, a powerful and warlike nation, wandered towards the south

west, and settled along the Lakes of New-York, where they now live. This occurred before the arrival of any Europeans in this part of the continent ; and when the French came to Quebec, in 1603, they held their present abode. On the St. Lawrence they had been cultivators of the ground, but after their expulsion they turned their attention to warlike deeds with so much success that they finally triumphed over their enemies the Arondiecks, and almost exterminated them. Their power and influence, at the time of the settlement of New-York and New-England, were extended far and wide. They held the Delawares in subjection in Pennsylvania and Delaware ; the Cherokees in S. Carolina sought their friendship ; and all the country between the Hudson and Connecticut rivers was tributary to them. They must have been at that time extremely numerous. But since then their decrease has been great ; for besides the losses they have sustained in wars, and the diseases brought upon them by civilized vices, many of their young men have left their native country to go and join the tribes who still preserve some portion of their original habits and independence. Some of the nations, however, are said to be gradually increasing, under all their disadvantages.

A mile east of Oneida Creek, and by the road side, is the ancient

COUNCIL GROVE,

Where all the public business of the nation has been for many years transacted. It is formed of 27 fine butternut trees, which, in the summer season, from a little distance, present a beautiful and regular mass of verdure. It was carefully fenced in, until within a few years, and kept clear of all brush, fallen limbs, and other obstructions, but has now become a mere thoroughfare. Towards the south east from this place is seen the church, a handsome building recently erected for the use of the Indians, by the Vestry of Trinity Church in New-York, and supplied by them at present with a young man successor to the Rev. Mr. Williams, for some years pastor of an Indian congregation here, and now gone to

Green Bay. Great numbers of the white persons from the neighbourhood also attend service at this house, and this union of people so different in habits, in one act of worship, is a very interesting sight.

In the scattering village about half a mile beyond, there are several decent and comfortable frame houses inhabited by Indian families, whose habits have risen to a higher grade than most of the nation, although many of them are gradually improving, by betaking themselves to agriculture. A handsome school-house has been erected at the same place, the frame of which was made and raised under the direction of a young Indian, from what he had learnt by watching the progress of the builders employed several years before on his brother's house hard by. This instance alone is more conclusive of the Indian mental capacity for acquiring useful arts, than all the reasoning to the contrary their enemies have ever advanced.

The Oneida nation derived their name from a white stone on a hill five miles southerly from this place, to which they long paid a superstitious worship. The word "*Oneida*" in their curious and wonderful language, signifies *a stone on a high hill*. Many of them were idolaters until within a short time; but a few years ago the nation renounced their ancient superstitious rites, and declared in favour of Christianity.

BROTHERTOWN AND NEW-STOCKBRIDGE

Are two villages a few miles southeasterly from here, situated on part of the old Oneida reservation, but granted to some of their scattered Indian brethren from Pennsylvania and New-England. New-Stockbridge is the present habitation of the Stockbridge tribe, who came by an invitation from the Oneidas some years ago. They had Christian ministers among them long before they removed from Stockbridge in Massachusetts.

Many of them now reside at Green Bay, on land given them by the Menomines, a nation with whom they are on the most friendly terms; and are adopting to a good extent the arts of civilized life. They have invited the Oneidas to join them: but as they and the Men-

ominiesh have some old quarrels remaining unsettled, it is doubtful whether they will accept of the proposition.

The Brothertown Indians have been collected from all the remnants of tribes in New-England and Long Island, and practise comparatively few of the Indian customs.

SYRACUSE.

This place is no less remarkable for the rapidity of its growth, than for the peculiar advantages of its situation. The great Salt Spring is only a mile and a half distant, and the water is brought in hollow logs to the salt vats, in great abundance, and at a very trifling expense. These vats will be seen at the western side of the village, and are well worthy of a day's delay, as well as the works at Salina, Liverpool and Geddesburgh. The vats are large pans made of wood, three or four inches deep, raised a little from the ground, and placed in long ranges, with a very gradual descent, to permit the salt water to flow slowly along from one end to the other. Each range of vats is supplied by a hollow log placed perpendicularly in the ground; and the constant action of the sun evaporates the water, and leaves the salt to be deposited in small cubical crystals at the bottom. The water is at first a little thick, but gradually deposits its impurities; and the lower vats always show a beautiful white crust, like the purest snow.

Light wooden roofs are kept ready to slide over the vats when the weather requires it; and the salt is taken out once in two or three days, to be deposited in the store houses, which are built at regular distances.

Thence they are easily moved to the canal, and are then ready for transportation to any part of the country.

It is scarcely three years since the town may be properly said to have been begun. In 1823 there were about 100 houses, and the number was doubled in 1824. In the autumn of the latter year the salt vats covered 60 acres, and about 140 acres more had been cleared from the surrounding forest, for the purpose of extending the works, under the direction of a company whose

enterprize, seconded by the formation of the canal, is likely to prove of great and permanent advantage to the country as well as to themselves. Under the same encouraging prospects, the village has acquired its sudden growth and importance; large blocks of stores have been built on both sides of the canal, two or three large inns and stage houses are ready for the accommodation of travellers, and a handsome church has been nearly completed. Improvements are still going on rapidly, and it is difficult to foretel where they will stop.

SALINA

Is situated a mile and a half north from this place, and should not be passed by unnoticed. A small but convenient little packet boat is continually plying between the two places, drawn by a single horse, and passes by many salt manufactories, built and building on both sides of the canal. The mode of evaporation generally adopted here is that of boiling; and a brief description will convey a clear idea of the process. Each building contains sixteen or eighteen large iron kettles, which are placed in two rows, forming what is called "a block." They stand about three feet higher than the floor; and under them is a large furnace, which is heated with pine wood, and requires constant attention to keep the water always boiling. The water is drawn from a large reservoir at one end of the building, after having been allowed to stand awhile and deposit the impurities it has brought along with it. A hollow log, with a pump at one end, and furnished with openings against the kettles, is the only machine used in filling them. The first deposit made by the water after the boiling commences, is a compound of several substances, and is thrown away, under the name of "Bittern;" but the pure white salt, which soon after makes its appearance, is carefully removed, and placed in a store-room just at hand, ready for barrelling and the market.

As the number of manufactories of this description is almost daily increasing, it would be useless to attempt an estimate of the quantity of salt they produce altogether. Separately however each yields abouts 40 bushels a day.

and in 1824 the different buildings were supposed to amount to nearly forty.

There are two large manufactories here, where salt is made in reservoirs of an immense size, and evaporated by hot air passing through them in large pipes. The process is slow, but seems to promise well. The reservoir of the principal one contains no less than 40,000 gallons. The pipe is supplied with heat by a furnace below, and the salt is formed in large loose masses, resembling half-thawed ice. The process has the advantage of not wasting heat in raising steam. The crystallization also is different from that produced by the other modes, at least in secondary forms.

The Village of SALINA is of considerable size and a flourishing appearance, considering the shortness of the time since it began to be built, and the serious obstacles it has had to encounter in the unhealthiness of its situation. The extensive marshes which bound it on the west are extremely unwholesome during the warmer seasons of the year, and the whole neighbourhood is more or less infected with the fever and ague : that terrible scourge, which has retarded so much the settlement of many parts of this western country. Since the marshes have been partially cleared and drained, the disease has been greatly diminished ; and it is hoped that time and industry will reduce its ravages still further, if not entirely eradicate it.

The branch canal which runs through this village, is applied to other valuable purposes beside those of transportation. A sluice which draws off a portion of the water towards the marshes and the lake, is made to turn several mill wheels in its course. A forcing pump raises the water of the salt spring destined to supply the manufactories here and at Syracuse ; and a large open frame building shows the spot from which all the kettles and the pans of both those places derive their supplies : that for the latter being elevated to the height of 70 feet, and the pump being able to raise 120,000 gallons in 24 hours.

The *Salt Spring* itself will be viewed as a curiosity, but in its present state presents no very remarkable appearance, as there is little commotion visible on the surface, and the source would seem by no means equal to the great draughts which are continually made upon

The *Lake* will be seen at the distance of about a mile. It is 6 miles long and two broad, and must receive a considerable quantity of salt water from the draining of the marshes, as its banks are covered with saline plants. The valley is surrounded by lime-stone hills with petrifactions, and gypsum is found in great quantities.

"*The American Salt formation*," says Dr. Van Rensselaer in his 'Essay,' "extends over the continent from the Alleghanies to the Pacific, between 31° and 45° N. Lat. In this immense tract, rock-salt has been occasionally found; but its locality is more generally pointed out by lime springs." The salt springs in this state are in the counties of Onondaga, Cayuga, Seneca, Ontario, Niagara, Genesee, Tompkins, Wayne and Oneida, but this is the most valuable on various accounts. During the year ending Aug. 1823, 606,463 bushels were manufactured here. In 1800 there were only 42,754.

45 gallons of water make a bushel of salt. At Nantucket 350 gallons of sea-water are required.

The following approximate analysis of the water of this spring is given by Dr. Noyes of Hamilton College. 40 gallons, or 355 lbs. contain 56 lbs. of saline extract.

Pure Muriate of Soda,	51 lb. — oz.
Carb. Lime, coloured by oxyde of iron,	— 6 1-2
Sulph. Lime,	2 4
Muriate Lime,	1 12 1-2
and probably muriate magnesia, and sulph. soda.	

FROM SYRACUSE TO ROCHESTER.

As the traveller is supposed to go to Rochester by the Canal, the description of places on the Turnpike is omitted until we reach that part of the country on the return from Buffalo.

By the Canal, 99 miles: Weed's Basin 26 m.—a coach to Geneva, 8 m. for 50 cents. 11 m. Montezuma Salt Works. Here begin the Cayuga Marshes. The Canal is borne across them on a pier constructed at a vast expense. 35 m. Palmyra. Coach to Canandaigua, 13 m. for 75 cents. 15. The Great Embarkment, 72 feet high, extending 2 m.

ANTIQUITIES. In the towns of Onondaga, Camillus and Pompey, are the remains of ancient towns and forts.

of which a description will be found in Yates and Moulton's new history of the state, vol. I. p. 13. In Pompey the form of a triangular enclosure is visible, with the remains of something like circular or elliptical forts at the corners, 8 miles apart, the whole including more than 500 acres. De Witt Clinton, the present Governor of this state, in his memoir, read in 1817, before the Lit. and Phil. Society, thinks the place was stormed on the north line.

In Camillus is an elliptical fort on a high hill, three acres in extent, with a covered way, 10 rods long, to a spring on the west, and a gate towards the east. Another is on a less elevation half a mile off, and half as large. Sculls, pottery, and bits of brick used to be picked up in these places.

ROCHESTER,

Is one of the largest and most flourishing places in this part of the state, and has several good inns. It is situated on the west side of the Genessee river, at the upper falls, where it is crossed by the canal; and is consequently destined to be the place of receiving goods passing up or down the river; and at the same time enjoys the finest advantages for water-mills of all kinds, from the convenient and abundant supply obtained from the falls.

Rochester is considered next in population to Utica. The following statement of its growth and present condition is copied from the Rochester Telegraph.

Rochester was first surveyed into lots in the year 1811, and the first settlement made in 1812. During the war the increase was slow, and it was not until the latter part of the year 1814, that any considerable addition was made to the number of inhabitants. From that period to the present, the increase has been constantly progressing. In September, 1818, the village contained 1049 inhabitants; in August, 1820, 1502; in September, 1822, 3130, (which included labourers on the public works; the permanent population at that time was estimated at about 2700.) It now contains 4274; of which

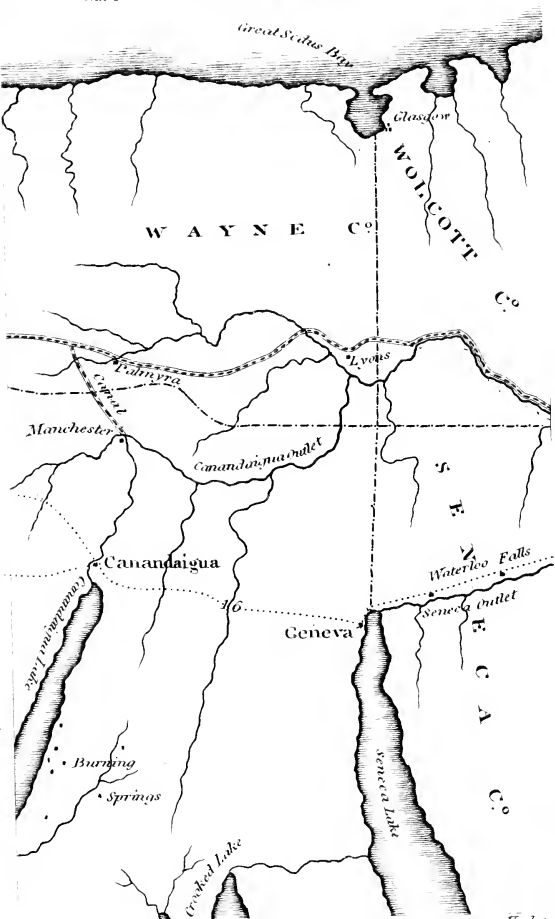
1241 are children under 10 years of age, 373 between 10 and 15 years, and 648 boarders. The increase since 1822 is estimated at 1574. There are in the village 12 physicians, 25 lawyers, 39 merchants, 14 taverns, 5 drug-gist stores, 42 groceries, 10 tailors shops, 14 shoe shops, 7 milliner shops, 2 bookstores, 3 hatter shops, 5 saddle and harness makers' shops, 4 goldsmith shops, 1 military shop, 7 bakeries, 4 painters shops, 6 barber shops, 1 confectionary, 1 toy shop, 5 tin and sheet iron shops, 11 cooper shops, 3 chair shops, 2 cabinet warehouses, 1 book bindery, 2 printing-offices, 3 gunsmith shops, 12 blacksmith shops, 1 coach-maker, 3 waggon-makers, 2 tobacco factories, 1 looking-glass manufactory, 1 burnt-stone factory, 1 saddle-tree and hames factory, 1 comb factory, 1 morocco-dresser's, 4 tanneries, 5 plough factories, 1 fanning-mill factory, 1 wheelwright, 3 manufactories of wooden pails and dishes, 2 stone-cutters, 2 machine makers' shops, 1 manufactory of edge tools, 1 fast factory, 2 stone and earthen ware factories, 1 cotton factory with 1400 spindles and 30 power looms, 6 flouring mills with 20 run of stones, 3 distilleries, 1 oil-mill, 2 breweries, 5 carding machines and clothiers' works, 8 saw-mills, 2 trip-hammers, 3 furnaces, 2 nail factories, 1 paper-mill, 2 asheries, 2 scythe factories, 1 bath house, 8 store houses, 1 eye and ear infirmary, 1 bank, 6 meeting houses for Episcopalians, Presbyterians, Methodists, Friends, and Catholics, a court-house, jail, &c.

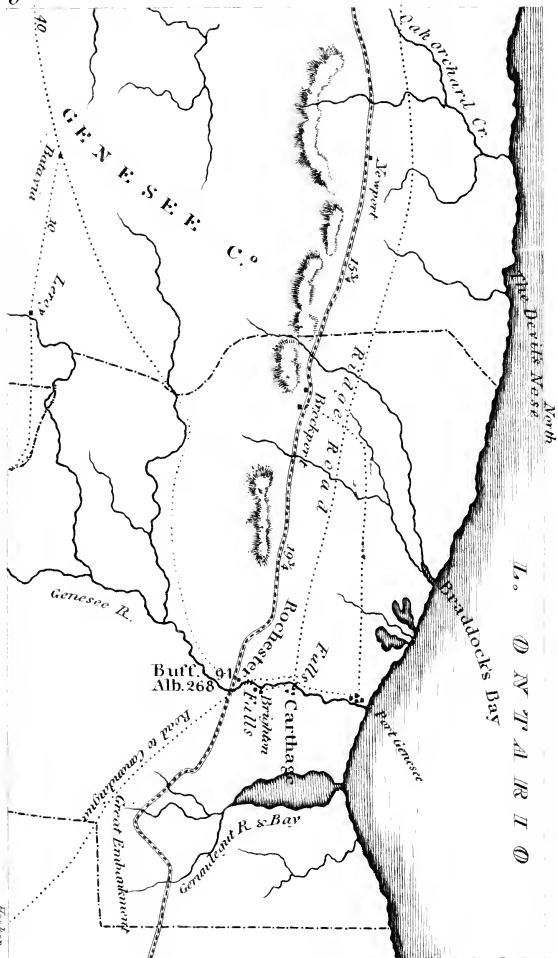
The AQUEDUCT over the Genessee is one of the finest works on the course of the canal, and is no less remarkable for its usefulness than for its architectural beauty and strength. It is borne across the river's channel, on ten arches of hewn stone. The river dashes rapidly along beneath, while boats, with goods and passengers, glide safely by above.

A feeder enters the canal on the east side of the river, where a sluice is also constructed for the supply of the numerous manufactories built and building on the bank. Another sluice is also dug on the west side, where many other mills are also to be seen. The Basin is large and convenient; and the appearance of business which is observed about it, sufficiently shows the importance the place has already acquired. The streets of the town



A T L A N T I C







are handsomely and regularly laid out, and several of them are very well built with store and dwelling-houses of brick and stone, and well flagged on the side-walks. Two fine churches are just completing on a small public square near the court-house, which is itself a neat building of hewn stone. One of the churches belongs to the Presbyterians, and the other to the Episcopalians; and the style and size of both show the rapidity of the increase of inhabitants while they reflect much credit on the good habits of the people.

There are two falls in the river at Rochester: one just above the aqueduct, and the other, about 90 feet, half a mile below. There is also a third about two miles down, at Carthage, which, with the truly impressive scenery of the river banks, is well worthy of attention. To vary the ride, I would recommend to the visitor to go down on one side of the river, cross the bridge at Carthage and return on the other.

CARTHAGE. The fall here is very sudden, though not in a single precipice. The descent is 70 feet in a few yards. The cataract has evidently been retiring for ages, as the deep gulf below the falls, with its high, perpendicular and ragged banks, is sufficient testimony; and the seclusion of the place, the solemn and sublime effect of the scenery, redoubled by the roaring of the cataract, combine to render it one of the most impressive scenes in this part of the country. The breadth allowed for the river is barely sufficient for its passage, being marked out by the tremendous precipices above, and frequently much encroached upon by the heaps of stones which crumbled away from their sides. The precipices are perfect walls of secondary rocks presenting their natural stratification, from the level of the surrounding country, to be a depth of about two hundred feet. Their brows are overhung with thick forest trees, which in some places have been able to find a narrow footing along the sides.

One of the boldest single fabrics that art has ever successfully attempted in this country, now shows a few of its remains in this place. The two great piles of timber which stand opposite each other on the narrow level where once the river flowed, are the abutments of a bridge thrown over a few years ago. It was 300 feet in

length, and 250 above the the water ; but stood only a short time, and then fell with a tremendous crash, by its own weight. Fortunately no person was crossing it at the time—a lady and gentleman had just before passed, and safely reached the other side.

On account of the obstructions at the Falls, navigation is entirely interrupted here ; and all the communication between the banks of the Genesee, as well as the Canal, and Lake Ontario is through Carthage. Merchandize is raised up the bank, or lowered down, by means of an inclined plane, very steep, where the descending weight is made to raise a lighter one by its superior gravity.

ROAD FROM ROCHESTER TO NIAGARA Falls, 87 miles.

To Carthage Falls - -	2	Sandy Creek - -	7
Parma - - - -	9	Gaines - - - -	8
Clarkson - - -	7	Oak orchard - -	7
Hartland - - -	14	Cambria - - -	11
(hence a waggon takes passengers to Lockport, 7 m.)		Lewiston - - -	15
		Niagara Falls - -	7

The principal objects on this road are, the Ridge, Lewiston on Niagara River and the Tuscarora village. Niagara Village will be seen if you do not cross into Canada at Lewiston : and Queenston if you do. Lockport may also be seen by leaving the stage road at Hartland 54 miles from Rochester, where a waggon awaits the arrival of the coach, to take travellers to Lockport, 7 miles. It will be proper however to pay your passage only to this place, if you determine to stop here. The stage coach stops at Lewiston for the night.

Instead of going by land from Rochester, it may be more convenient to take passage in the canal-boat to Lockport ; and thence go to Hartland to meet the stage coach.

The RIDGE is a remarkable elevation, of little height, and for the most part, very narrow, extending a great part of the distance from Rochester to Lewiston. It is often perfectly level for several miles, and affords an admirable foundation for a road, and the stage road has in consequence been laid along its top. The manner in

which this singular elevation could have been made, has excited the speculations of many curious observers of nature, and been explained in different ways. Some have imagined that the Ridge was at some long past period the shore of Lake Ontario, and was thrown up by its waves. The country between it and the lake is so level as to render it very probable that the water has once overflowed it ; but it is extremely difficult to understand how the waves could have managed to barricade themselves out of a tract of country. It therefore seems more rational to adopt another theory : that the lake was formerly still more extensive than is here supposed, and overflowed the land some distance southward of this place, when a current might easily have produced a bar parallel to the shore, which when left dry might present the form of the Ridge.

The progress of improvement along this part of the road, is very rapid and flattering. The ground presents a slope on each side of the path, peculiarly well adapted for home lots, gardens and orchards ; and the frequency and facility of transportation gives the inhabitants very manifest advantages. Some well built and even very handsome houses will be observed, which are still few indeed, but show that a good style has actually been introduced.

THE TUSCARORA RESERVATION is an oblong tract of land reaching within a mile of Lewiston. This nation of Indians are particularly worthy the notice of the traveller, on account of the advances they have made in the arts, and habits of civilized life. They emigrated from North Carolina near the beginning of the last century, at an invitation from the Five Nations, and were admitted on equal terms into their confederacy, which has since received the name of the Six Nations. They have had a clergyman settled among them for many years, and christianity has been voluntarily adopted by them. Their village has a flourishing appearance, with some handsome and well cultivated farms, and a house for public worship. Strangers may here obtain mocassins and other articles of Indian manufacture. There is a *stage coach* which runs daily from Lewiston to Buffalo, on each side of the river.

There is a ferry at Lewiston, which is about half a mile across; but the current is strong on this side, and the eddy sets up with such force on the other, that a boat moves more than double that distance in going over. The passage is not dangerous, although the water is much agitated by counter currents and changing whirlpools; for the ferrymen are taught by their experience to manage the boat with care, and not only to take advantage of the currents, but to avoid all the rough places, ripples and whirlpools. The banks here have an appearance very wild and striking; and the stranger immediately notices the remains of former levels high up the sides of the rocks, which prove, however incredible it may at first appear, that the river once poured along at the height of about two hundred feet above its present surface. Niagara is about seven miles further up the stream; so that the stranger will strain his eyes in vain to discover from this place that great object of his wishes.

HINTS TO THE TRAVELLER AT LEWISTON.

It will be the intention of many strangers who arrive at this place, to devote several days to viewing the Falls of Niagara, the battle grounds in the vicinity, and perhaps in making short excursions in different directions. To those who have leisure, such a course may well be recommended; and it may be almost a matter of indifference whether they first visit the American or the British side. The public accommodations are excellent at both places, and the river may be safely crossed at any hour of the day, by a ferry, at the expence of about half a dollar, including the transportation of luggage down and up the steep banks. A stair case is erected near the Falls, on the British as well as the American side, to furnish a convenient mode of descending to the foot of the cataract, where the charge is 25 cents for each person. During the pleasant seasons of the year both places are the resort of great throngs of visitors. Stage coaches also pass up and down on both sides every day at equal rates.

To such however as have but a short time to spend in this neighbourhood, it may be strongly recommended to

cross the river here and proceed directly to the British falls. The cataract on that side is higher, broader, more unbroken, and universally acknowledged by far the noblest part of the scene. The visitor may indeed see it from the American side, but the view from *Table Rock* is the noblest of all, and ought by no means to be neglected. The finest view from the level of the water below is also afforded on the west side.

THE FALLS OF NIAGARA—*from the American side.*

The INN or HOTEL is a large building, and very well kept and commodious.

The height of the fall on this side is 160 feet perpendicular, but somewhat broken in several places by the projecting rocks. It extends 300 yards to a rock which interrupts it on the brow of the precipice. A narrow sheet appears beyond it, and then comes Goat Island, with a mural precipice. Between this and the other shore is the Grand Crescent, for which see a few pages beyond. There is a bridge to the island, which commands many fine views of the falls.

QUEENSTON, on the Canada side of the river, is a small town, uninteresting except so far as regards its natural situation, and some martial events of which it has been the theatre.

THE BATTLE OF QUEENSTON.

During the last war between the United States and Great Britain, in 1812, while Col. Van Rensselaer was stationed at Lewiston, he formed the bold design of taking Queenston; and in spite of the difficulty of ascending the steep banks, and the fortifications which had been thrown up for its defence, before day light in the morning of October 12th, he embarked his troops at the ferry and passed silently over the river. As the accessible points on the coast were strictly watched, and defended by batteries of some strength, the place selected for the attack was the lofty and precipitous bank just above. Two or three small batteries had been erected

on the the brow, the remains of which are still visible ; but this did not discourage the undertaking. The landing was effected, and in spite of the difficulty of the ascent the heights were surmounted, and the Americans commenced a brisk action on the summit. Gen. Brock, who was at a distance, hearing the guns hastened to the spot ; but under a tree near the precipice was killed by a chance shot. The Americans remained in possession of the heights a few hours, but were then obliged to re-cross the river.

THE MONUMENT TO GENERAL BROCK,

Was raised by the British government in the year 1824. Its height is about 115 feet ; and the view from the top is very fine and extensive, the base being 350 feet above the river. In clear weather the eye embraces not only the river below, and the towns of Lewiston and Queenston, but that of Newark and fort Niagara, at the entrance of Lake Ontario, a vast level tract of country covered with a uniform forest, and the horizon formed by the distant lake itself.

The monument is built of a coarse grey lime stone, of which the hill is formed, and contains some shells and other organic remains. The old park for artillery and the marks of various works, will be observed in different parts of the heights.

From Queenston to Niagara Falls is 7 miles, over a level, sandy road.

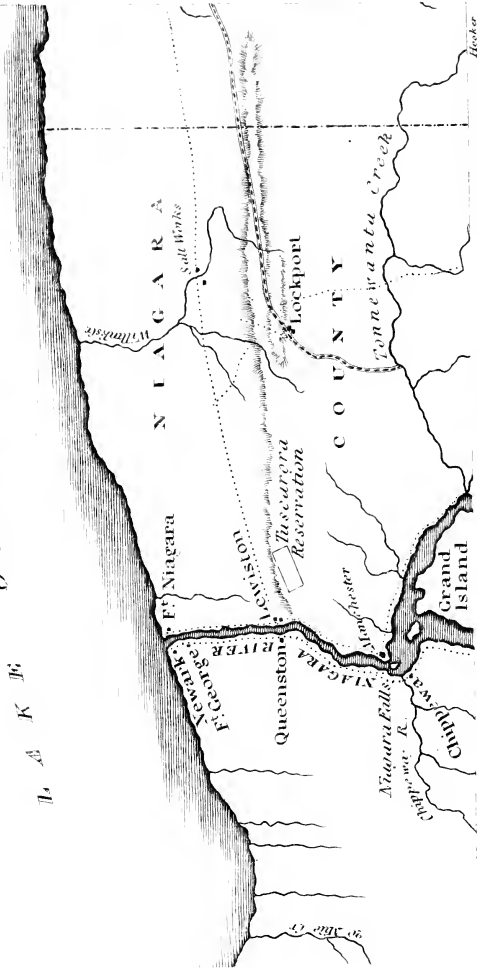
THE SEAT OF SIR PEREGRINE MAITLAND is a handsome edifice near the road. It was once the residence of the Duke of Richmond.

The WHIRPOOL cannot be seen without leaving the road and going to the bank. A leisurely walk the whole distance, near the river, may please the admirer of nature ; as the high and rocky cliffs which forms the banks on both sides present a continued succession of striking scenes.

Although the surface of the ground frequently indicates the passage of water in some long past period, the whole road is much elevated above the river, and owing to this circumstance the traveller is often disappointed

O N T A R I O

L A K E



at not getting a sight of the cataract from a distance, as it remains concealed by the banks, until he has approached very near. It frequently happens also, that the roar of the cataract is not perceived before reaching the inn, for the intervening bank intercepts the sound so much in that direction, that the noise of the wheels has sometimes been sufficient to drown it entirely. Yet, strange as it may appear, the inhabitants declare, that at the same time it may very probably be heard on the shore of Lake Ontario.

There are two large INNS or HOTELS on the Canadian side of the river, both situated as near the falls as could be desired. That kept by Mr. Forsyth stands on what ought strictly to be called the *upper bank*, for that elevation appears to have once formed the river's shore. This is the larger house; the galleries and windows in the rear command a fine view of the cataract, although not an entire one, and overlook the rapids and river for several miles above. The other house is also commodious, and commands the same scene from a different point of view.

THE FALLS OF NIAGARA—from the *British side*.

Following a foot-path through the pasture behind Forsyth's, the stranger soon finds himself on the steep brow of the *second bank*, and the mighty cataract of Niagara suddenly opens beneath him. A path leads away to the left, down the bank, to the verge of the cataract; and another to the right, which offers a drier walk, and presents a more agreeable and varied scene.

The surface of the rocks is so perfectly flat near the falls, and the water descends so considerably over the rapids just before it reaches the precipice that it seems a wonder that the place where you stand is not overflowed. Probably the water is restrained only by the direction of the current, as a little lateral pressure would be sufficient to flood the elevated level beside it, where, there can be no question, the course of the river once lay.

TABLE ROCK is a projection a few yards from the cataract, which commands a fine view of this magnificent scene. Indeed it is usually considered *the finest*

point of view. The height of the fall on this side is 174 feet perpendicular; and this height the vast sheet of foam preserves unbroken, quite round the Grand Crescent, a distance it is estimated of 700 yards. Goat Island divides the cataract, and just beyond it stands an isolated rock. The fall on the American side is neither so high, so wide, nor so unbroken, yet, if compared with any thing else but the Crescent, would be regarded with emotions of indescribable sublimity. The breadth is 900 feet, the height 160, and about two thirds the distance to the bottom the sheet is broken by projecting rocks. A bridge built from the American side connects Goat Island and the main land, though invisible from this spot; and the inn on the same side, in Niagara, is seen a little way from the river.

It may be recommended to the traveller to visit this place as often as he can, and to view it from every neighbouring point; as every change of light exhibits it under a different and interesting aspect. The rainbows are to be seen from this side only in the afternoon; but at that time the clouds of mist, which are continually rising from the gulf below, often present them in the utmost beauty.

Dr. Dwight gives the following estimates, in his Travels, of the quantity of water which passes the cataract of Niagara. The river at the ferry is 7 furlongs wide, and on an average of feet deep. The current probably run 6 miles an hour; but supposing it to be only 5 miles, the quantity that passes the falls in an hour is more than 85 millions of tons Avoirdupois; if we suppose it to be 6, it will be more than 102 millions; and in a day would be 2400 millions of tons. The noise is sometimes heard at York, 50 miles.

THE RAPIDS

begin about half a mile above the cataract; and, although the breadth of the river might at first make them appear of little importance, a nearer inspection will convince the stranger of their actual size, and the terrific danger of the passage. The inhabitants of the neighbourhood regard it as certain death to get once involved in them; and that not merely because all escape

from the cataract would be hopeless, but because the violent force of the water among the rocks in the channel, would instantly dash the bones of a man in pieces. Instances are on record of persons being carried down by the stream; indeed there was an instance of two men carried over last year; but no one is known to have ever survived. Indeed it is very rare that the bodies are found; as the depth of the gulf below the cataract, and the tumultuous agitation of the eddies, whirlpools, and counter currents, render it difficult for any thing once sunk to rise again; while the general course of the water is so rapid, that it is soon hurried far down the stream. The large logs which are brought down in great numbers during the spring, bear sufficient testimony to these remarks. Wild ducks, geese, &c. are frequently precipitated over the cataract, and generally reappear either dead or with their legs or wings broken. Some say that water fowl avoid the place when able to escape, but that the ice on the shores of the river above often prevents them from obtaining food, and that they are carried down from mere inability to fly; while others assert that they are sometimes seen voluntarily riding among the rapids, and after descending half way down the cataract, taking wing, and returning to repeat their dangerous amusement.

The most sublime scene is presented to the observer when he views the cataract from below; and there he may have an opportunity of going under the cataract. This scene is represented in the frontispiece. To render the descent practicable, a spiral staircase has been formed a little way from Table Rock, supported by a tall mast, and the stranger descends with security, because his view is confined. On reaching the bottom, a rough path among the rocks winds along at the foot of the precipice, although the heaps of loose stones which have fallen down, raise it to a considerable height above the water. A large rock lies on the very brink of the river, about 15 feet long and 8 feet thick, which you may climb up by means of a ladder, and enjoy the best central view of the falls any where to be found. This rock was formerly a part of the projection above, and fell about six

years ago, with a tremendous roar. It had been observed by Mr. Forsyth to be in a very precarious situation, the day before, and he had warned the strangers at his house not to venture near it. A lady and gentleman, however, had been so bold as to take their stand upon it near evening, to view the cataract; and in the night they heard the noise of its fall, which shook the house like an earthquake.

In proceeding nearer to the sheet of falling water, the path leads far under the excavated bank, which in one place forms a roof that overhangs about 40 feet. The vast column of water continually pouring over the precipice, produces violent whirls in the air; and the spray is driven out with such force, that no one can approach to the edge of the cataract, or even stand a few moments near it, without being drenched to the skin. It is also very difficult to breathe there, so that persons with weak lungs would act prudently to content themselves with a distant view, and by no means to attempt to go under the cataract. Those who are desirous of exploring this tremendous cavern, should attend very carefully to their steps, and not allow themselves to be agitated by the sight or the sound of the cataract, or to be blinded by the strong driving showers in which they will be continually involved; as a few steps would plunge them into the terrible abyss which receives the falling river.

THE BURNING SPRING.

About half a mile above the falls, and within a few feet of the rapids in Niagara river, is a remarkable Burning Spring. A house has been erected over it, into which admission is obtained for a shilling. The water which is warm turbid, and surcharged with sulphurated hydrogen gas, rises in a barrel which has been placed in the ground, and is constantly in a state of ebullition. The barrel is covered, and the gas escapes only through a copper tube. On bringing a candle within a little distance of it, the gas takes fire, and continues to burn with a bright flame until blown out. By leaving the house

closed and the fire extinguished, the whole atmosphere within explodes on entering with a candle.

While on the Canada side of the falls, the visitor may vary his time very agreeably, by visiting the village of Chippewa and Lundy's lane, in this vicinity, which during the late war with Great Britain, were the scenes of two sharp contests.

THE BATTLE OF CHIPPEWA.

In July 1814, the British and American armies being near each other, Gen. Ripley ordered Gen. Scott to make an advance on Chippewa, on the 3d of July, with Capt. Tonson's division of artillery, and the enemy's pickets were soon forced to retire across the bridge. Gen. Ripley came up in the afternoon and encamped with Gen. Scott's advance.

The stranger may be gratified by examining the field of these operations, by going to Chippewa village, about two miles above Forsyth's. The American encampment of July 23rd, is in the rear of a tavern near the road, about a mile beyond Chippewa. The following description of the battle is from an account already published.

"On the morning of the 4th, the British Indians had filled the woods contiguous to the American encampment, and commenced firing at the pickets. Reconnoitering parties from Chippewa were frequently observed during the day along the river road; and information was received that reinforcements had arrived.

"On the 5th, the same course was pursued. The Indians were discovered almost in the rear of the American camp. At this moment Gen. Porter arrived with his volunteers and Indians. General Brown immediately directed them to enter the woods and effectually scour them. Gens. Brown, Scott and Ripley, were at the white house, in advance reconnoitering. Gen. Porter's corps seemed sweeping like a torrent every thing before them, until they almost debouched from the woods opposite Chippewa. In a moment a volley of musquetry convinced Gen. Brown that the whole British force had crossed the Chip-

pewa bridge, and that the action must become general. He gave immediate orders to Gen. Scott to advance, and to Gen Ripley to be in readiness to support. In a few minutes the British line was discovered formed and rapidly advancing—their right (the Royal Scots) upon the woods, and their left (the prince regent's) on the river, with the king's own for their reserve. Their object was to gain the bridge across the creek in front of the encampment, which if done, would have compelled the Americans to retire. Gen. Brown fearing a flank movement of the enemy through the woods on the left, with a view to seize the American reserve of Artillery, directed Gen. Ripley not to advance until he gave him orders. At the same time he rode to the first line with his staff and an escort of 30 dragoons, in order to direct the whole movements of the field, and animate the troops by his presence. Meanwhile General Scott, under a most tremendous fire from the enemy's artillery, crossed the bridge which the enemy had endeavoured to gain, and formed his line. The British orders were to give one volley at a distance, and immediately charge. But such was the warmth of our musquetry that they could not withstand it. At this moment General Brown sent orders to Gen. Ripley to make a movement through the woods upon the enemy's right flank. With the 21st regiment he passed a ravine in his front, where the men had to wade up to their chins, and advanced as rapidly as possible. But before he commenced filing from the woods into the open land under the enemy's batteries, they had been completely broken by the cool bravery and discipline of Gen. Scott's brigade, and precipitated themselves across the Chippewa bridge, which they broke down on their retreat."

Although the Americans were not able to cross the Creek, the British thought proper to evacuate Chippewa very precipitately, and to retreat towards Queens-ton.

In this affair the British loss, in killed, wounded and missing, was 514, and the American loss 328.

Nothing of importance occurred after this until the 25th of the same month, the date of

THE BATTLE OF BRIDGEWATER, OR
LUNDY'S LANE.

The principal scene of this hard-fought and bloody action, is about a mile from the Falls of Niagara, at an obscure road, called Lundy's Lane. Since their retreat from Chippewa, the enemy had received reinforcements of troops from Lord Wellington's army in Spain; and on the 25th of July encamped on a Hill, with the design of attacking the American camp the next morning. At 6 in the evening Gen. Brown ordered Gen. Scott to advance and attack them, which was immediately done; and in conjunction with Gen. Ripley the attack was commenced in an hour. The British was much surprised at seeing the approach of their enemy at this hour, not having discovered them until they left the woods and began to march across the open, level fields seen from Forsyth's Hotel, and about a quarter of a mile to the left. The battle was kept up with great resolution on both sides, until half past ten at night. The armies, it is said, were within twenty yards of each other for two hours, and some times so mingled together, that, in spite of a clear moon, platoons were sometimes ordered by officers of the other army.

The following letter, written by a surgeon of one of the American regiments, the day after the engagement, contains some interesting particulars:

"In the afternoon the enemy advanced towards Chippewa with a powerful force. At 6 o'clock General Scott was ordered to advance with his brigade and attack them. He was soon reinforced by General Ripley's brigade; they met the enemy below the falls. They had selected their ground for the night, intending to attack our camp before day-light. The action began just before 7, and an uninterrupted stream of musketry continued till half past 8, when there was some cessation, the British falling back. It soon began again with some artillery, which, with slight interruptions, continued till half past 10, when there was a charge, and a tremendous stream of fire closed the conflict. Both armies fought with a desperation bordering on madness; neither would yield the palm, but each retired a short distance, wearied

out with fatigue. Such a constant and destructive fire was never before sustained by American troops without falling back.

"The enemy had collected their whole force in the peninsula, and were reinforced by troops from Lord Wellington's army, just landed from Kingston. For two hours the two hostile lines were within 20 yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright; but part of our men being dressed like the Glengarian regiment caused the deception. They frequently charged, and were as often driven back. Our regiment, under Colonel Miller, was ordered to storm the British battery. We charged, and took every piece of the enemy's cannon. We kept possession of the ground and cannon untill 12 o'clock at night, when we all fell back more than two miles. This was done to secure our camp, which might otherwise have been attacked in the rear. Our horses being most of them killed, and there being no ropes to the pieces, we got off but two or three. The men were so excessively fatigued they could not drag them. We lost one howitzer, the horses being on full gallop toward the enemy to attack them, the riders were shot off and the horses ran through the enemy's line. We lost one piece of cannon, which was too much advanced, every man being shot that had charge of it, but two. Several of our caissons were blown up by their rockets, which did some injury, and deprived our cannon of ammunition. The lines were so near that cannon could not be used with advantage."

The British lost in killed, wounded and prisoners 878; and the Americans 860.

GENERAL REMARKS.

There was perhaps no part of our frontier where the war was regarded with so much dislike and dread as here. Many of the inhabitants of this part of Canada were emigrants from New York, New Jersey and Pennsylvania,

and a constant intercourse kept up across the river has united the people on both sides like one people. Many of the Militiamen who were here called into action by the invasion of their territory, had friends and family relations in the opposite army; so that the contest was to them a civil war in its effects, divested of all the impulse of passion.

A little attention to the appearance and language of the people and their various manners and customs, will show that they are collected from many different regions, and have amalgamated very imperfectly. At the close of the Revolutionary war, the British government offered great encouragement to settlers on this tract of country, from whatever districts they might come. The situation of the place necessarily excludes all distant intercourse with other parts of the country; and the original manners have therefore remained with little alteration. There are some Germans from Europe, and many from Pennsylvania, mingled with people from New-York and New-Jersey; and their descent is often apparent from their countenances and dialect, as well as the aspect of their dwellings and farms. There is a village a little removed from the high road, where little else but German is spoken.

THE FERRY across Niagara river is about half a mile below the falls, and may be crossed at any hour in the day, without danger, notwithstanding the rapidity of the current. The descent from the bank is so steep, that it has been necessary to build a stair-case.

As Niagara is a central point from which many excursions may be made, as well as many courses taken by different travellers, the following lists of places and distances on the two routes, will not be misplaced.

TO BUFFALO ON THE CANADA SIDE.

28 1-2 miles.

To Chippewa,	2 miles.
Waterloo,	16 -
(Over the ferry to Black Rock, 25 cents each passenger.)	
Buffalo,	2½

TO BUFFALO ON THE AMERICAN SIDE.

30 1-2 miles.

Tonnewanta Creek, where the Canal passes,	11 miles.
Black Rock,	10
Buffalo,	2½

TO FORT GEORGE,

14 miles.

Queenston,	7 Fort George,	7
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FROM NIAGARA TO MONTREAL. 392 miles

Lewiston,	7 m.	Morristown,	50
Fort Niagara,	7	Ogdensburgh,	12
Genesee river,	74	Gallop Islands,	5
Great Sodus Bay,	35	Hamilton,	19
Oswego River,	28	St. Regis,	35
Sacket's Harbour,	40	La Chine,	53
Cape Vincent,	20	Montreal.	7

Regular Packets run between York, Niagara, and Youngstown.

LAKE ONTARIO STEAM-BOAT FROM NIAGARA TO
SACKETT'S HARBOUR.

The periods when this boat sails must be enquired for. It touches at Genesee river—passage \$13—forward cabin \$8.

BLACK ROCK is a pleasant village situated on the margin of Niagara river, a little way from its head, and opposite Squaw Island, at the mouth of Lake Erie. It was burnt by the British during the war in 1814, but has since been rebuilt and encreased to a much greater size. Congress, during their last session, voted a remuneration for losses on this frontier. Gen. Porter has a fine house in this place. Black Rock long disputed with Buffalo the privilege of having the Basin of the Canal built in her harbour, and at last obtained it. A pier about two miles in length was begun, to secure the

boats and vessels from the waves of the Lake, as well as to raise the water for the supply of the canal to Tonnewanta Creek; and was about three-fourths completed in 1824. When the basin is finished, the place must necessarily acquire great importance, as the produce transported by the Lake, and the foreign goods returned by the Canal, must here be reshipped if not landed and stored. Both Black Rock and Buffalo, however, will probably carry on an extensive and profitable business, as they both possess great advantages for such a commerce.

BUFFALO, 3 miles from Black Rock.

Inn.—The Eagle Tavern.

The situation of this village is remarkably convenient and agreeable, occupying a long hill of a gentle ascent, rising from the immediate vicinity of the Lake. The principal street runs along the ridge of the hill, looking out upon Lake Erie to the horizon, and is ornamented with several fine blocks of brick stores and handsome dwelling houses, together with several public buildings, all erected since the burning of the village by the British in 1814, as well as the buildings in the other streets, which are fast increasing every year. A large piece of ground has been left vacant in the middle of the town, for a public square, where several important roads meet, and which it is intended to ornament with public edifices. A walk has also been laid out on the brow of the hill towards the Lake. This is called the Terrace, and affords a charming view upon the Lake, the harbour and the Canal to Black Rock.

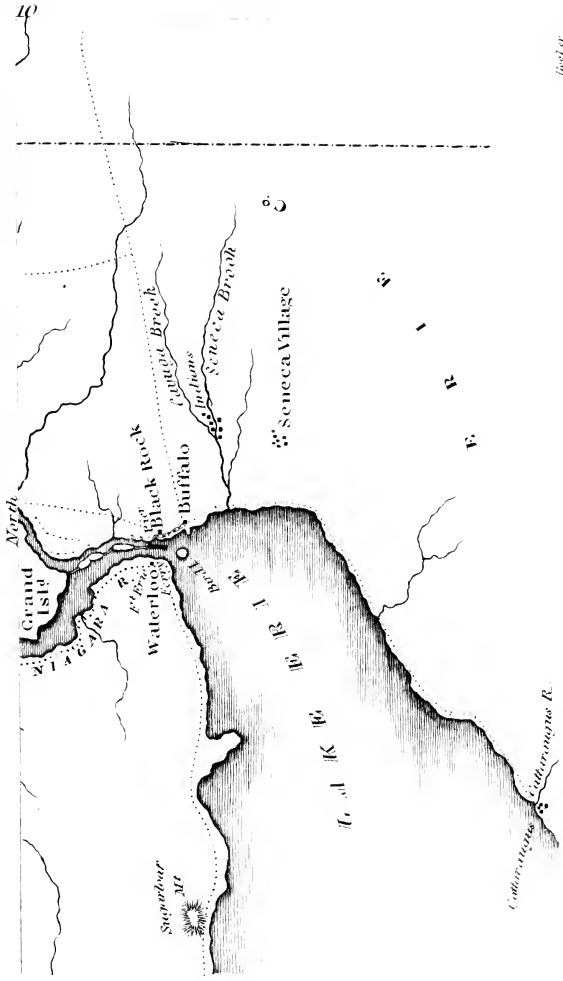
The harbour of Buffalo is singularly fitted by nature for the junction of the two kinds of navigation which are here brought together; the entrance from the Lake being sheltered by the point on which the light-house is erected, and the two small rivers which here unite their waters, affording every convenience for landing and reshipping goods. The shores of these are very bold, and they are connected by a natural channel, which serves the purposes of a basin, as well as of an easy com-

munication; and as the canal to Black Rock commences close by it, the inland transportation begins without more ado.

The Canal to Black Rock is dug near the shore of the Lake. The first part of it is through a low, sandy level where the excavations were much impeded by the water which soaked through in great abundance. About half a mile from Buffalo the workmen hit upon a bed of old half decayed trees, which was dug into to the depth of six feet, and extended about half a mile. Many branches and logs were discovered which preserved all the grain of the wood, but the greater part was a black mass of matter, which, on being dried, burned with great readiness. In some places ashes and coals were found; and some of the logs appeared to have been washed and rolled by the water of the lake before they were buried. Beyond this place is a bed of silicious rock, which required much labour and expense in cutting and blasting through it.

VOYAGE UP LAKE ERIE.

At Buffalo opens a very extensive route, for those who are disposed to travel still farther westward. There is little to be seen along either shore of the Lake, which would reward a common traveller for the tedium of a long ride over a country generally level, or for the inconveniences he would experience from the want of public accommodations, and even the frequent absence of settlements. The only mode of travelling therefore is by water; and great numbers of passengers pass every season between this port and the principal towns on the Lake, chiefly in the Steam-Boat *SUPERIOR*, Capt. *R. Bunker*, which continually plies between this port and Detroit, during those months of the year when the Lake is navigable. It is of sufficient size to offer excellent accommodations; the principal cabin being unusually large and convenient, and the forward cabin being fitted up for families removing westward. The price of a passage to Detroit in the first is \$15, and in the latter, where nothing is supplied but ship room and access to the kitchen, half price. Another steam boat is to be



completed by the same company in 1825, to perform the same voyage; and an opposition boat is to run from Black Rock, so that the facilities to travellers will be still further encreased. The following are the stopping places on the passage to Detroit, with their distances.

From Buffalo - - - -	to Erie, - - -	90 miles,
„ Erie - - - -	to Grand River, -	75 „
„ Grand River - -	to Cleaveland, -	30 „
„ Cleaveland - - -	to Sandusky, - -	60 „
„ Sandusky - - -	to Detroit, - -	75 „
		Total 330

GREEN BAY, on Lake Huron, is interesting as a position occupied by a military garrison, and the seat of a large number of Indians, for whose improvement some exertions have been recently made. The principal tribe residing there is the Menominie, or *Wild Rice* Indians, who are both numerous and powerful and as yet uncivilized; but they have recently received an addition to their numbers by having been joined by the remnant of the Stockbridge tribe, to whom they have offered a share of their land. The latter are civilized in such a degree as to have pretty good farms, and to practice some of the mechanic arts, though they principally depend on hunting and fishing, particularly the latter, which is very important to them. There is some danger of difficulty arising here however; for the Stockbridge Indians have sent an invitation to the Oneidas, in the state of New-York, with whom, as has been noticed before, they have resided on the most friendly terms for many years, to go and live with them; but as this nation and the Menominies have long cherished an ancient grudge, there is some fear of broils and bloodshed, in case they should determine to accept of it.

ANCIENT FORTIFICATIONS.

On Buffalo Creek, and towards Genesee River also, are several large and interesting remnants of Ancient Fortifications; but as they lie off the road, few travellers will visit them. They appear to form part of a great chain

of defensive works extending from the eastern part of Lake Ontario, along that Lake and Erie, down the Ohio and Mississippi rivers to Mexico. This is the opinion of Mr. Atwater, of Circleville, Ohio, who has published some very interesting details, drawings &c. connected with them, in his "*Archæologia Americana*." A line of old forts extends from Cataraugus Creek, 50 m. along the shore of Lake Erie, to the line of Pennsylvania. They are on the borders of creeks and old bays, although now from 2 to 5 miles distant from the Lake, which is supposed to have retired that distance since they were built. Another similar line is said to exist in the rear of them, on another parallel elevation.

Much curiosity and speculation have been called forth by these singular monuments of antiquity—Some regard them as marks of a civilized people; others as the works of Indian tribes. Some traces of a tradition relating to them are said to have been lately discovered.

SENECA CASTLE. The Seneca Nation possess a large and valuable tract of land adjoining Buffalo on the east, and they have two villages 3 and 5 miles on the road. The Senecas are the westernmost tribe in the confederacy of the Five Nations, and have always held a conspicuous rank in their history. They were formerly considered the most numerous and powerful tribe, and preserved this superiority until the fatal defeat they received from Gen. Schuyler near Canandaigua, in 1778, since which they have made a less conspicuous figure.

The residence of this nation after they fled from Canada, before their enemies the Arondiacs, was principally upon the shores of Seneca Lake, though their lands extended to Niagara River and north of Lake Erie, of which they long had the command. They are now reduced to a few hundred, some of them residing here and some in other Indian villages further east. Besides the land they possess, which is remarkable for its fertility, the nation are in possession of a large sum in the United States bank stock, the dividend for which they receive annually.

The most remarkable persons of the Seneca nation now living, is the famous **RED JACKET**, who inhabits a small log house, in a very retired situation, about four

miles from Buffalo, and one mile north of the road through the reservation. He has rendered himself conspicuous for many years by his eloquence, and formerly possessed an extensive influence over his countrymen. But he is now old and poor, and worse still, not too temperate. He has always maintained a resolute opposition to the introduction of the christian religion among his nation, and has recently succeeded in excluding all ministers from entering the reservation. This was done by the authority of the state under a regulation intended to guard against the admission of ill disposed persons, who are always found ready to impose upon the Indians, get them in their power and endeavour, by fomenting uneasiness, as well as by threats and promises, to induce them to remove and leave their lands.

BILLY is another very old man of the tribe, and of a character very different from that of Red Jacket. He is a good orator, but his real worth as well as his influence, depends on the more substantial qualities of a sincere and consistent christian. His example and the instructions for some time enjoyed in the nation, have produced great effects on a portion of the families. The traveller will observe several farms under a degree of cultivation, and may meet with individuals who conform pretty nearly to the English style of dress and have introduced some of our customs into their houses. The greater part of them however speak no language but Indian.

STAGE ROAD FROM BUFFALO TO CANANDAIGUA,

The first few miles of this road present very little interest, 15 or 20 miles of it pass over an old causey of logs, and the country for that distance is a forest, with hardly any signs of inhabitants. The logs make the travelling rough and disagreeable; but as they are gradually covered over with earth, the difficulties are lessening every year. To those who are not accustomed to a country so new and wild as this, a word or two may not be amiss on the manner in which roads are first made in an American settlement. In thick forests, the surface of the ground is covered to the depth of one or two feet, with

the roots of trees, which are extremely difficult to be removed, and are very dangerous for horses or oxen to pass over. A close layer of logs, although itself sufficiently rough, forms a much safer and more convenient path, and is usually adopted with great advantage. There is another reason for it—the elevation of the road above the common surface, secures it from being overflowed by the water, which in the moist seasons of the year would impede the travelling in low and marshy places. When the logs decay, they are apt to form bad ruts and holes, which should be filled with earth or gravel. Indeed the usual practice is, as the road becomes more travelled, and the inhabitants increase, to cover it all with a thick bed of earth; and roads thus formed are proverbial for their excellence.

BATAVIA, 40 miles from Buffalo, is a very handsome village, and contains the residence of Mr. Otto, the Agent of the Holland-Land Company, as well as the county buildings, and the house of Mr. Elliot, the former agent of the above mentioned company.

At LEROY, 10 miles, a number of curious stones were discovered, in 1824, which were at first supposed to be *petrified Sea Turtles*. They were found in the bed of Allen's creek about 200 yards north of the village bridge, and usually weighed from one to three or four hundred pounds, although some have been picked up in another place in the neighbourhood, not much larger than a man's hand. Several were found imbedded in the lime stone rock through which the stream has cut its way, lying horizontally, yet evidently of an older formation. They consist of a dark coloured bituminous lime stone, which readily splits in the middle, and betrays a number of whitish crystalline veins traversing each other nearly at right angles, and growing thicker in the middle, and often containing a quantity of yellow clay, or ochre, with a few holes filled with a bituminous oily substance which flows out. These stones are certainly very curious specimens, but the original theory is not likely to be received.

THE WADSWORTH FARM at Geneseo is so far and so justly famed for its size and fertility and still more for the admirable system of cultivation under which it is carried

on, that every man of taste who passes this way, will find great gratification in stopping to see it, particularly if he is personally interested in the improvement of agriculture.

Mr. Wadworth's farm contains about 4000 acres, about 1700 of which are rich alluvial land on the banks of the Genesee river. He combines science with practical knowledge in the management of it in such a manner as to enjoy the proper benefits of both ; while he studies to introduce all valuable improvements, he is careful to preserve every method which experience has proved really valuable. Time is here most systematically divided, and labour is carefully saved in every case where an ingenious machine or a wise expedient can be resorted to with advantage. Various branches of agriculture have been tried on this fertile tract of country ; but the raising of sheep has been found the most profitable, and the farm has been almost converted into mowing fields, and pastures.

The residence of the proprietor is in a fine and spacious building, in a commanding situation ; and the whole aspect of the farm indicates the good order and method with which it is conducted.

The Genesee meadows were formerly the residence of a large tribe of Indians of the Seneca nation ; and when Gen. Sullivan reached this place in his march through the country, he found a considerable village of log houses on the second bank, which had been deserted at his approach. A large tract of fine land adjoining the Wadsworth farm, is now possessed by a woman belonging to the Seneca nation. She is called "*the Indian White Woman*," as she was taken prisoner from some frontier settlement, many years ago, when she was very young, adopted by the savages, and married to a Chief of the tribe.

WEST BLOOMFIELD, beyond the Genesee river, is one of the finest agricultural townships in the state, and presents a succession of beautiful farms, tilled with care and yielding the finest crops. Fruit thrives remarkable well in all this western country, as the slightest attention to the orchards will sufficiently prove ; and while in smoothness and neatness the fields rival of these, the

oldest districts farther east, the orchards exceed them in luxuriance and products. The *Black Apple* is a species of fruit which has been said to be peculiar to this region. The darness and peculiarity of its colour are sufficient to distinguish it at a considerable distance; and the flavour is fine, although it does not arrive at maturity until it has been kept some weeks in the winter.

EAST BLOOMFIELD is the next village; and the general remarks just made may with justice be applied to this place also.

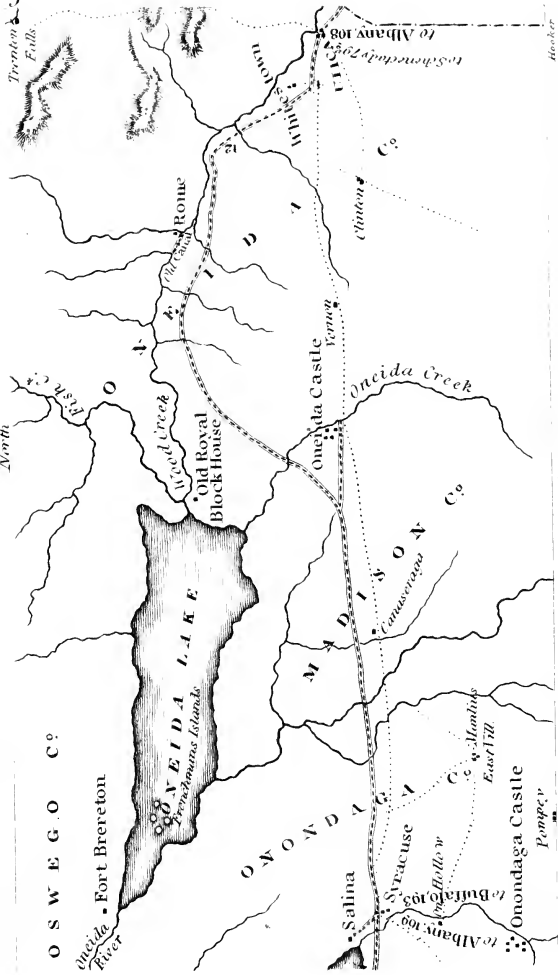
CANANDAIGUA.

INN. Blossom's stage house. This is one of the finest of the western towns and its principal street runs along the ridge of a commanding hill, rising from the north end of Canandaigua Lake. It is wide and contains many large and handsome houses, particularly that of the late Gideon Granger. It is to be regretted, when the fine appearance of this town is considered, that it should not have been built nearer the lake, and on some of those fine elevations which overlook this beautiful sheet of water. The road in passing Canandaigua Lake, commands a finer view of scenery than on any of the other lakes it passes. The banks are high and variegated and at the distance of two or three miles, rise to an imposing height, and add a great degree of beauty to the scene. A number of gentlemen's seats are seen along the western bank; and a little way off in the lake on the same, is a small rocky island, where the Seneca Indians carried all their women, children and old men, when Gen. Sullivan appeared against them. They took position themselves in a fort two or three miles northerly from the lake, whence they were driven by their civilized enemies.

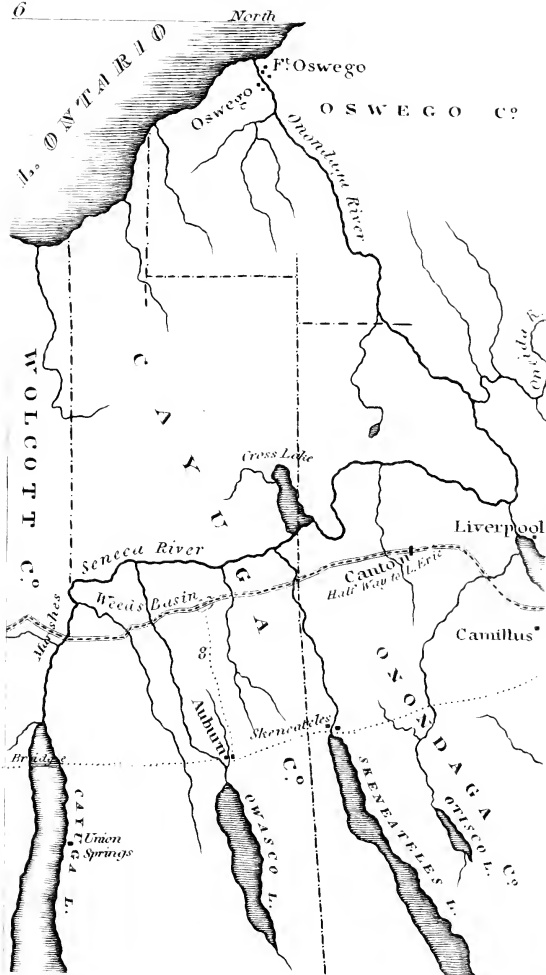
For the stage road to Rochester, see Index.

BURNING SPRINGS.

Springs of water charged with inflammable gas are quite common in the vicinity of this place. The following description of them is extracted from an account published in a Canandaigua newspaper, in Feb. 1825.



North



Hecker

“These Springs are found in Bristol, Middlesex, and Canandaigua.

The former are situated in a ravine on the west side of Bristol Hollow, about half a mile from the North Presbyterian Meeting House. The ravine is formed in clay slate, and a small brook runs through it. The gas rises through fissures of the slate, from both the margin and the bed of the brook. Where it rises through the water, it is formed into bubbles, and flashes only when the flame is applied; but where it rises directly from the rock, it burns with a steady and beautiful flame, which continues until extinguished by storms, or by design.

The springs in Middlesex are situated from one to two miles Southwesterly from the village of Rushville, along a tract nearly a mile in length, partly at the bottom of the valley called Federal Hollow, and partly at an elevation of 40 or 50 feet on the South side of it.

The latter have been discovered within a few years, in a field which had been long cleared, and are very numerous. Their places are known by little hillocks of a few feet in diameter, and a few inches high, formed of a dark bituminous mould, which seems principally to have been deposited by the gas, and through which it finds its way to the surface, in one or more currents. These currents of gas may be set on fire, and will burn with a steady flame. In winter they form openings through the snow, and being set on fire, exhibit the novel and interesting phenomenon of a steady and lively flame in contact with nothing but snow. In very cold weather, it is said, tubes of ice are formed round these currents of gas, (probably from the freezing of the water contained in it,) which sometimes rise to the height of two or three feet, the gas issuing from their tops; the whole when lighted in a still evening, presenting an appearance even more beautiful than the former.

Within a few days, the proprietors of this field have put into operation a plan for applying the gas to economical purposes. From a pit which was sunk in one of the hillocks, the gas is conducted through bored logs, to the kitchen of the dwelling, and rises through an aperture a little more than half an inch in diameter, in the door of a small cooking stove. When inflamed, the

mixture of gas and common air in the stove first explodes, and then the stream burns steadily. The heat involved is considerable ; so that even this small supply, is said to be sufficient for cooking. In another part of the room, a stream of the gas, from an orifice one eighth of an inch in diameter, is kindled in the evening, and affords the light of two or three candles. The novelty of the spectacle attracts a concourse of visitors so great, that the proprietors have found it expedient to convert their dwelling into a public inn.

The springs in the town of Canandaigua are situated on both sides of the lake, within three miles of the village. They have not been particularly examined.

Experiments made with the gas seem to prove, that it consists principally of a mixture of the light and heavy carburetted hydrogen gases, the former having greatly the preponderance ; and that it contains a small proportion of carbonic acid gas. It seems also to hold a little oily or bituminous matter in solution. It burns with a lambent, yellowish flame, scarcely inclining to red, with small scintillations of a bright red at its base. It has the odour of pit coal. It produces no smoke, but deposits, while burning, a small quantity of bituminous lampblack. It is remarkable that the hillocks, through which the gas rises, are totally destitute of vegetation. Whether the gas is directly deleterious to vegetable life, or indirectly, by interrupting the contact of the air of the atmosphere, it is certain that no plant can sustain life within the circle of its influence.

It is well known that this gas is found abundantly in coal mines ; and being accidentally set on fire, (mixed as it is in those mines with the air of the atmosphere,) has many times caused terrible and destructive explosions. The writer cannot learn that it has ever been known to be generated in the earth, except in the presence of coal ; and hence the inference is strong, that it proceeds from coal. If we add to this the fact, that there is no substance in the earth, except coal and other vegetable and animal remains, from which, by any known natural process, the elements of the gas could be obtained, the proof almost amounts to demonstration. The oily

deposite which has been mentioned, may be considered as a further proof of the correctness of the inference.

The *Road* between Canandaigua and Geneva passes over a singular tract of country, the form of which will not fail to be remarked by an observant traveller. The distance is 26 miles; and the ground gradually rises by large natural terraces, or steps, for about half the distance, and descends in the same manner on the other side to Seneca Lake. These steps or terraces appear to have been formed by those strong currents of water of which geologists speak, which at some ancient period of the world have evidently passed over many tracts of country in different parts of the world. The ridges and channels thus formed here stretch north and south, frequently to a considerable distance, corresponding both in form and direction with the numerous lakes which are found in this part of the state. Several ancient fortifications have been traced here. From the middle ridge the view is extensive; but the surrounding country is of too uniform a surface to present any remarkable variety of scenery. The form adapts it peculiarly to agriculture, indeed, did the soil but correspond in richness, the whole scene would be peculiarly delightful in an agricultural point of view.

GENEVA.

This town occupies a charming situation at the head of Seneca Lake, and for a mile along its western bank, which rises to a considerable elevation above the surface, and affords room for a broad and level street. The buildings in this village are remarkably neat and handsome. It contains one of the most comfortable inns in the state, kept by Mr. Lynch.

SENECA LAKE,

is 35 miles long, and about 3 or 4 wide. Its depth is unusually great, and the water clear and very cold, to which is referred the scarcity of fish. There is a remarkable phenomenon long observed by those who reside near it, which has never been satisfactorily accounted for. The water has a regular rise and fall every seven years. This is perceptible along the shore, but more

practically established in the experience of the boatmen, who are accustomed to conduct boats through the Seneca river, to the canal, as they formerly did to Oneida Lake, and down the Mohawk river.

The land on the borders of Seneca Lake is valuable for many miles, and is inhabited by a mixed population from New Jersey, Maryland, &c. with a number of English families. Towards the southern end of the Lake, the soil changes for the worse; but in a few years the productions of these shores may be expected to form a much more important figure than they do at present, among the vast amount of transports that annually flow down the great Canal.

A stage-coach runs from Geneva down the west side of the lake, and then crosses to the head of Cayuga Lake, to the village of Ithaca; but the road is not interesting, and the more agreeable mode of reaching that village is by taking the steam-boat at Cayuga bridge 14 miles from Geneva, on the great mail route.

CAYUGA LAKE is 40 miles in length, and generally about 2 in breadth. Its water is shallow, the depth being only a few feet. A fine bridge is built across it near the northern end, where it is a mile wide.

THE STEAM BOAT EXPERIMENT

Plies between Cayuga Bridge and Ithaca, at the head of the lake, in such a manner as to meet the stage coaches on the new route from Ithaca to New York, returning the same days. It is small and frequently used to tow canal boats on the lake; but it is large enough to accommodate a considerable number of passengers, and is frequently crowded with parties from the neighbouring country, as well as travellers, as the excursion is one of the pleasantest that can be taken in this part of the state. It also connects several important lines of stage-coaches, which the traveller will do well to notice if he wishes to go to *Catskill, Newburg, New York* or *New Jersey* by the most direct route. These routes will be more particularly noticed on arriving at Ithaca.

The price of a passage in the steam boat is one dollar ; and the scenes brought to view in passing along are sometimes inviting although the shores are generally too monotonous and of too little elevation to afford any striking features. A little before arriving at the head of the lake, a beautiful *Waterfall* is seen on the left hand, where a stream of water flows over a very high precipice into a deep glen, and forces its way along, turning several valuable mills in its course. The landing place is about three miles from the village of Ithaca, but lumber boats can pass the bar at the mouth of the inlet, and proceed up to the street.

The village of Ithaca is neat and flourishing. Here center three roads to *Catskill*, *Newburgh* and *New York*. The first leads nearly in a direct line to the Hudson river, the second passes the Great Bend of the Delaware, and the third furnishes daily the shortest route to New York.

THE CASCADE.

This beautiful and romantic scene already spoken of is about 3 miles from the village, and should by no means be left unseen. The waterfall is one of the most picturesque that can be imagined. The height and solemnity of the surrounding rocks, the darkness of their shadows and the beauty of the sparkling spray, unite to produce an impression of pleasure which is rarely experienced at the sight of any scene, however extraordinary for beauty or sublimity.

Great quantities of Plaster of Paris, (Sulphate of Lime) are transported from this neighbourhood to different parts of the country. Grain, lumber, &c. are also sent down the lake and towards the south by the Schylkill river.

This is near the dividing line between the waters which flow in the two directions.

The astonishing success which has accompanied the enterprising spirit of the state in forming the Grand Canal, has acted as a powerful stimulus in different parts of the country, and numerous works of the same kind have in consequence been proposed east, west and south. Many of these have been found impracticable, and a large

part of those which may hereafter be carried into execution, relate to regions removed beyond the sphere of a work of so local a character as this little book. In this neighbourhood however there have been several plans of this description, which it would be improper to pass over without notice, although they have been so recently formed, that their practicability is not in every case fully ascertained. One of the most important is a

Canal from the Cayuga Lake to the Schuylkill River,
Which approaches very near each other.

The Draining of the Cayuga Marshes.

The following facts are extracted from the report made to the Legislature in January 1825, by Mr. Thomas, who had been appointed by the Canal Board to survey the regions about Cayuga Lake. It will be observed that a two fold object is proposed by this scheme : and that it is intended to improve the navigation between the Lake and the Canal, as well as to rescue a large tract of valuable land from the water.

These extensive tracts may be rendered arable, by lowering the surface of the Seneca river 2 feet, at the foot of the Cayuga Lake. It would be desirable, indeed, to confine the extraordinary floods of the river, within its proper channel, but the disproportionate increase of expense, leaves it doubtful, whether a greater reduction would be judicious at this time.

To effect the proposed object, the surface should be lowered 3 feet at the head of Jack's reefs ; above which place, the river consists of long deep pools, separated by a few bars of diluvial matter. Of these bars, the principal are at the foot of the Cayuga Lake ; at Martin's rapids (2 miles below), and at Musqueto Point, where the descent of the surface at a medial height of the river, is 2 inches and 20 chains.

If the *back water* be drawn off from the first of these rapids, it is evident that the current, issuing from a greater head, will diminish in volume over the bar as the velocity increases, and that the depression of the surface, will extend upwards to the next rapid ; and though the

effect will successfully decrease as it extends, only moderate excavations at those bars, will be required to obtain the proposed reduction at the Cayuga Lake.

At Jack's reefs the river is 160 yards wide, and descends 6 feet in 137 chains. The upper bar, about 80 rods in length, consists chiefly of gravel and rounded stones, over which the water falls 18 inches, into a pool from 5 to 7 feet deep, of nearly the same extent. Near the lower end of this pool, the soft whitish limestone, which forms the bed of the river downwards for 2 miles, first appears; and may be easily excavated without blasting.

To discharge the river through these obstructions, it is proposed to excavate a channel 30 yards wide, commencing where the surface is 6 feet lower than it is at the head of the rapids, and operating upwards on a horizontal bottom. The estimate for this work, including the bars up the river is \$125,000.

This estimate has not been made without much deliberation. In addition to the expense of constructing coffer dams, arises the difficulty of disposing of the stuff to be excavated; for no part ought to be left on the present bed of the river, to obstruct the discharge of floods, or to embarrass any future attempts to enlarge the channel. A great part of this work must be done opposite to high banks, and the distance to deep water, into which it might be dropped, is very considerable.

At the 4th lock it is proposed to assume a new level, and extend an independent canal from the guard gates down the shore of the outlet, 2 miles 29 chains, to Demont's bridge: and thence either northwardly 4 miles to the Erie canal, at Brockway's point, or eastwardly 1 mile and 20 chains, across the swamp to the Seneca river, pass it on a wooden aqueduct, 28 rods long, near the lower Cayuga bridge, and thence 5 miles to Montezuma. To the reasons already given in favour of a canal, it is proper to add, that the channel of the Seneca river is too irregular for the construction of a tow-path on its side, at any moderate expense.

The *eastern route* would afford the most convenient navigation, as boats might pass without the interruption

of a lock from 1 mile east of Montezuma to Seneca falls ; and the Seneca outlet would be an ample feeder. To facilitate the communication with the Cayuga lake, it is proposed to continue a side cut 1 mile and 63 chains, to East Cayuga, where a lock of 10 feet lift would be proper. Unless the surface of the Seneca river be lowered, however, there would be scarcely sufficient *water way* under the aqueduct.

The *nothern route* is calculated on a level 2 feet 8 inches lower, and would also be fed from the Seneca outlet. At Demont's, a lock of 7 feet lift, and a tow-path down the outlet, would be necessary to extend the navigation to the Cayuga lake, and the bar at the mouth of the outlet must be removed. On the south bank of the Canandaigua outlet, near Brockway's Point, a lock of 8 feet lift will be required, and another of 4 feet lift on the north bank, to unite with the Erie canal ; for the want of *water way* precludes the plan of a wooden aqueduct. The lifts of all those locks are increased, on account of draining the Cayuga marshes ; and the calculations have been made with a view to the unfavourable sites for the foundations.

The estimates for the Eastern Route are \$71,125

Those for the Nothern, 44,185

The whole estimate from the canal at Seneca lake to Brockway's Point, (being the least expensive route,) is \$39,948.

In relation to the marshes near the Seneca lake. To reclaim these tracts, it will be necessary to lower the surface of the lake 3 feet. The advantage would be similar to that of draining the Cayuga marshes—a district redeemed from desolation. The canal derives its value from the commerce that floats on its waters ; and every addition to the surplus products of the land, whether obtained by reclaiming marshes, and expelling the voracious birds that prey on the harvest, or by restoring health to the farmer, will encrease the revenue.

But it is to be regretted, that so important a work has been delayed until mill seats have been improved, and docks and wharves constructed for the present level of the lake, and the damages that would ensue to these proprietors, may probably be a subject of future enquiry.

AUBURN,

is another beautiful village, and merits the name it has borrowed from Goldsmith's charming poetry. It is unfortunately placed at some distance from Owasco Lake, and therefore is deprived of the picturesque character which it might have enjoyed. There are several handsome public buildings in this place, but the most important is the

STATE PRISON.

This institution having been for two or three years managed by Mr. Lynds, on a system in some respects, it is thought, new, and with remarkable success, merits particular notice. The following statements are extracted from the Report made to the Legislature in February, 1825, and furnish a comparative view of the prisons at Auburn and New-York city.

"The Auburn prison was built in 1817, and cost probably \$300,000; it is constructed upon the plan of a hollow square, enclosed by a wall of 2000 feet in extent, being 500 feet on each side, and, for the most part, 35 feet in height. The north wing of the building differs very much in its construction from any building of the kind, and the use of which is conceived to be one of the greatest improvements in prisons, and one of the best aids to prison discipline, which has been any where made. The workshops are built against the inside of the outer wall, fronting towards the yard, from which every shop is visible, forming a continued range of 940 feet. With such alterations as it may undergo, it can be made to hold 1100 convicts.

"The prison at New-York was begun in 1796, and is believed to have cost \$300,000. 'The whole of this edifice, (say the committee,) is illy adapted to the purposes intended; and unless the state will authorize an alteration of the interior, or will erect another upon a more improved plan, we may look in vain for the results so anxiously anticipated by the friends of the penitentiary system.'

"The expenditures at the Auburn prison are pro-

nounced to have been neither wasteful nor improper. The number of convicts in 1823, was 300; the gross expense of the prison \$20,589, the earnings of the prisoners \$9,807, net expense to the public \$10,781, and net expense for each convict during the year \$34 78. The gross expense of the prison at New-York for the year, was \$55,792, the earnings of the prisoners \$33,316, the number of convicts 608, the gross cost for each \$91 67, and the net cost \$22 67. The finances of this prison, and indeed of both, are in a progressive state of improvement.

Of the government, rules and discipline of the two prisons, and the comparative efficacy of the respective systems adopted in each.—In all these respects, a decided preference is given to the prison at Auburn; indeed from the minute description given, a better governed institution can scarcely be. “The correct discipline observed in this prison (say the committee,) only requires to be seen, to be duly appreciated. The conduct of the prisoners while at their labour, and their quietness under the privations of the prison, prove, that the discipline is complete and effective; and the main cause of the order and decorum thus observed, is, that in all matters of discipline, there is but one head or principal. The inspectors of this prison, have resigned to the principal keeper, Mr. Lynds, the discretionary power of directing and controlling the discipline and punishment of the convicts, and the conduct, deportment and duty of the assistant-keepers. This measure of the inspectors is both wise and judicious, and has produced throughout the establishment the most happy results; and the gentleman in whom this confidence is placed, is in every respect worthy of it; for he is a man eminently qualified for the station he occupies; possesses more than common talents and firmness as a disciplinarian; appears to devote his whole mind to the duties of his office, and has a taste for order, neatness and regularity, seldom surpassed.” The errors and evils of the New-York prison are mentioned with such qualifying and mitigating circumstances, as exist in the fact that it was one of the first establishments of the kind in America; that it was an experiment, attempted when the principles for the government of such an institution, and the proper mode

of construction, were unknown, and when the state of the public opinion was unfavourable to discipline or to judicious punishment. The committee conclude, with a series of illustrative examples of the evils in the management of the prison, the paramount one of which is the utter want of vigorous and effective discipline, and the others of which are, that the restraint and labour are too little, that the order is imperfect, and that the indulgences which are obtained for the prisoners, with and without permission, are often utterly subversive of discipline, and inconsistent with a state of punishment.

Minute observations on the comparative labour of a free person and a convict show that the latter does not accomplish as much in a day as the former; and that the New-York prison, with no better employment than is now provided, cannot pay much more than one half of the cost of its support. In the year 1823, the balance against the New York prison was \$13,633; and that against the Auburn prison \$10,780. The committee state that the kind of work proper for a state prison should unite the following properties: That the demand should be great, the material cheap, the trade easily learned, a business which cannot be so conducted by machinery as to reduce the wages too low, and a trade in which hard work can be enforced and made the more profitable. As a trade which fulfils these conditions the committee recommend in relation to the New-York prison, the cutting of stone for building; and they present a series of calculations in support of the position.—Under the general head of economy, they also recommend in this prison, savings in the annual expenditure, to the amount of \$6004, and an increase as regards the Auburn prison of \$623.

The pardoning power ought to be exercised with great caution by the executive; for perhaps no circumstance has so much contributed to do away the terrors of punishment as the facilities afforded the worst part of our species in obtaining a pardon. Many of these persons are induced to continue their evil courses, from a calculation of the chances in their favour.—“If this system must continue to operate, to the extent demonstrated by

the foregoing tables, the reformation of offenders, or the reduction of crimes, may in vain be expected; for the worst and most artful villains are generally most successful in imposition, and who, through the pecuniary means at their command, procured, perhaps, by their felonies, are enabled to draw to their interest, such as are ready on all occasions to exert their talents, ingenuity and influence, in favour of obtaining their pardon."

The committee express their unanimous and decided opinion, after a full exhibition of the advantages and disadvantages of such a course, that a new state-prison should be built, in some situation where an abundant supply of stone proper to be wrought, may be had, and on navigable water affording an easy water communication with the city of New-York." The entire expense of building a prison of 800 cells, upon a marble quarry, on the plan of the Auburn prison, is estimated at \$62,571 20. The indispensable alterations to the old prison are estimated at \$40,000; the old prison, without alterations, it is presumed would sell for \$45,000; which will leave a saving to the state, (aside from purchasing a new site and transporting the convicts,) between the alteration of the old prison and what it may sell for, and the building of a new prison, of \$22,429 80.

The proposed alterations of the laws respecting the state-prisons.—An act for that purpose.

Ancient Fortifications. There are some remains of ancient fortifications in the vicinity of this place, as well as in the neighbouring towns of Camillus, Onondaga and Pompey.

If the traveller should wish to take the canal, a stage coach goes every day to Weed's Basin, 8 miles and carries passengers for 50 cents, to meet the canal boats, which pass at stated periods.

FROM AUBURN TO SYRACUSE,

By the Canal, 34 miles.

(Stage coach to Weed's Basin,)

Jordon Village, in Camillus township,

Canton, (half-way village between Buffalo and

8 m,

6

Albany, 179 m. from the former and 183 from the latter,)	6
Geddes Village, (with salt-works,)	12
Syracuse,	2

By the Road, 28 miles.

Skaneateles,	8 m.	| Onondaga,	10 m.
Marcellus,	6	| Syracuse,	4

SYRACUSE. For a description of this place, as well as of *Salina*, the *Salt Spring*, and *Salt Manufactories*, see page 34.

Although the routes east of Syracuse, both by the Canal and by the road, are given in other places, and although they may be traced on the maps, it may perhaps be convenient to have them repeated in the reversed order, for travellers going towards Albany.

FROM SYRACUSE TO UTICA.

By the Canal, 60 miles.

Manlius Landing,	9 m.
Chitteningo Creek,	8
(A curious <i>petrified tree</i> lies near this place a few steps from the canal, which was found with many of its branches.)	
Canastota Village and Basin,	3
Oneida Creek,	5
Wood Creek,	13
Rome,	3
Oriskany Village,	3
Whitesborough,	3
Utica,	4

By the Road, 48 miles.

Derne,	3
Manlius,	3
Sullivan,	9
Oneida Creek,	11
Vernon,	5

Westmoreland,	6
New Hartford,	7
Utica,	4

For **UTICA**, see page 31, for **TRENTON FALLS**, and for **HAMILTON COLLEGE**, do.

PROJECTED CANAL.—A plan has been recently formed for the construction of a canal from Utica down the Unadilla river, to intersect the Susquehannah at some point near the town of Bainbridge, in the county of Chenango.

FROM UTICA TO SCHENECTADY.

By the Canal, 79 1-2 miles.

Lock, No. 53, (end of the long level, which begins westward at Salina, and extends to this place, 69½ miles without a lock,)	9 m.
Bridge over the Mohawk, and Herkimer village.	5
Little Falls,	8

(This place is worthy to detain the traveller for a day, on account of the romantic scenery presented by the lofty banks of the river in its passage through the Cattsberg mountains. The aqueduct of the feeding canal is a fine piece of work; and some beautiful crystals of quartz are found in the neighbourhood.)

Fall Hill, a mountain on the right, 518 feet higher than the canal, 712 above high water in Hudson river, and about 145 above Lake Erie,	1
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Old Mohawk Castle,	5
Fort Plain,	9 1-2
Canajoharrie,	4

(Stage coach hence to Cherry Valley Tuesday and Friday.)

Anthony's Nose,	5
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(This scene is represented in *Plate 2nd*, from this side. The lofty bluff on the right is Anthony's Nose, on the top of which a remarkable Cavern opens, extending further down than it has ever been explored. It contains several large chambers, and may perhaps penetrate to the level

of the canal. In the plate the Mohawk is represented as winding through the meadows, beyond which is the great road to Albany, while on the right, next to the towpath of the canal, is a country road running at the foot of the mountain.)

Schoharie Creek,

11

(The *Ferry* established across the Schoharie creek here, is on a very ingenious plan, and well worthy of notice. A fine dam built a little below keeps the water always at the same level; and a wheel turned by a horse in a building on the eastern bank, moves a rope which is stretched double across, and to which the tow rope of the boat is fastened. The horses are transported in a ferry boat.)

Amsterdam village, (across the river,)

5

Flint Hill,

6

Rotterdam Flats,

8

Schenectady,

3

ROAD TO ALBANY, 15½ miles. Numerous coaches go every day.

ROAD TO BALLSTON AND SARATOGA. Both these roads offer the shortest and most expeditious communication with the places to which they conduct, and if the traveller should be in pressing haste he should avail himself of them.

To travellers of leisure and taste, however, the canal boats are recommended to the Mohawk bridge, although they are liable to many delays at the numerous locks along this difficult but interesting part of the canal.

FROM SCHENECTADY TO ALBANY.

By the Canal, 28½ miles.

Alexander's Bridge, (on the turnpike road to Albany and Ballston,)

4½ m.

Upper Aqueduct, (on which the canal crosses the Mohawk,)

½

The *Young Engineer*, a rock on the right, so cal-

led, where the cutting is the deepest on the whole route, 32 feet deep,

Wat Hoix Gap, 4
5 1-2

(A natural channel through which the canal is led more than 200 yards. The rocks are Grawacke slate. In the river is the Wat Hoix Rapid, which the Indians called the Evil Spirit, and sometimes the White Horse.

Lower Aqueduct, 1188 feet long, on which the canal crosses the Mohawk again, on 24 stone abutments and piers.

The four Locks, 8 feet each, 2

Cohoes Falls, 78 feet high, 1

The two Locks, 9 feet each, 3

The three Locks, and the Cohoes Bridge over the Mohawk, 4

(Hence to Waterford, on the road to Ballston, Saratoga, &c. is about a mile and a half, where stage coaches are continually passing in the visiting season. By leaving the boat here, or a little below, where the canal meets the road, a seat may frequently be found in a passing coach, to Waterford or the Springs; or, some may prefer to take a boat on the Northern Canal, which is close at hand. We shall take up the land route after giving the few remaining objects on the way to Albany, and referring the reader to page 19 for a description of that city.)

The Junction, where the Northern Canal, from

Lake Champlain, meets the Erie Canal, 1-2

West Troy, 1

(Here is a cluster of buildings about the basins where the Troy boats lie. The dam across the Mohawk will afford an easy communication between the canal and Troy, which is seen on the opposite side. A good horse-ferry-boat plies below.)

United States' Arsenal, 1

The Manor House of Gen. Van Rensselaer, called

Rensselaer-Wyck, 5

Albany, 1

ROAD TO THE BATTLE GROUND AND THE SPRINGS.

WATERFORD.

This village is situated on the west side of the Hudson, across which the communication is convenient by means of the first bridge we have seen over this river. Lansingburgh stands opposite, and is a place of considerable size, but wearing an aspect of gradual decay. The streets of Waterford are wide, regular and handsomely built. Some of the private houses are remarkable for their neatness. During the warm season of the year, this place is a great thorough-fare, lying on two roads to Albany, as well as in the way to both Ballston and Saratoga Springs, Lake George, &c. It is 21 1-2 miles to Ballston Springs, and 24 to Saratoga.

BOROUGH, 8 1-2 miles. This is a little village.

MECHANICVILLE, 1-4 mile. Here is a Cotton Manufactory and a Stage house.

STILLWATER, 3 miles. This place takes its name from the smoothness and quiet of the Hudson, which here spreads out over a broad surface, and hardly shows any appearance of a current.

This is the place to which Gen. Schuyler retreated at the approach of Gen. Burgoyne, after removing all the stores, driving away the cattle, and throwing all possible obstacles in his way; and through this place Gen. Gates who soon after succeeded him in the command, marched up from Halfmoon to take position on Bemis's Heights. As we are thus approaching the field where their two great armies met in battle, it will be proper to indulge in a few reflections on the important results of that contest, and to give a brief outline of the events which preceded it.

In the first place, however, the reader is referred to the maps, to observe the importance of the tract of country which lies along the route we have just entered upon. From Canada to the head of Lake Champlain there is an uninterrupted water communication, by which troops and every thing necessary to an army may be transported with the utmost facility. A short land carriage reaches Lake George. Wood Creek

at the South end of the former, is navigable in boats to Fort Anne, which is only 9 m. distant from Fort Edward, on Hudson river, whence the navigation is open to New York. Here have consequently been the scenes of the most important military operations which have ever been carried on in the United States. The first battle within this region, of which history gives any account, was fought between the French and the Five Nations of Indians soon after the settlement of Canada, when the latter first learnt the terrible effect of gun-powder, and began to flee from the approach of civilization. In the numerous expeditions which at subsequent periods were undertaken by the British against Canada, this route was taken in the attack, and not unfrequently in the retreat. The important events of the war of 1755, were almost confined to this region, and the revolution, and the last war with England produced scenes which will be touched upon in their places.

The first period to which we shall refer, is that of the Revolution; and the first scene that of the battle of Saratoga, or Bemis's Heights, towards which we are fast approaching.

"I could here" says Dr. Dwight, "almost forget that Arnold became a traitor to his country, and satisfy myself with recollecting, that to his invincible gallantry, and that of the brave officers and soldiers whom he led, my country was, under God, indebted in a prime degree for her independence, and all its consequent blessings. I should think that American, peculiarly an inhabitant of New-England or New-York, little to be envied, whose patriotism did not gain force upon the heights of Stillwater, or the plains of Saratoga. These scenes I have examined; the former with solemnity and awe, the latter with ardour and admiration, and both with enthusiasm and rapture. Here I have remembered; and here it was impossible not to remember, that on this very spot a controversy was decided, upon which hung the liberty and happiness of a nation destined one day to fill a continent; and of its descendants, who will probably hereafter outnumber the inhabitants of Europe."

BURGOYNE'S EXPEDITION.

Gen. Burgoyne was appointed Governor of Canada in 1777, to succeed Sir Guy Carlton. He arrived at Quebec in May, and reached Crown Point June 20th. Gen. Phillips was sent to Ticonderoga with the British rightwing; and the outposts and the fort were successively abandoned by the Americans. The news of the evacuation of this place, was a most disheartening piece of intelligence to the country. It had been confidently hoped that an effectual resistance would there be made to a force which threatened the liberty of America; or at all events, that a heroic stand would be made at that important post, which had so long been regarded as an almost impregnable fortress.

The real strength and importance of Ticonderoga, proves however to have been fatally overrated. With an oversight which seems truly astonishing at the present day, the neighbouring mountains had been left entirely unoccupied, although they rise at so short a distance as completely to command the fort. General Phillips was too skillful a soldier to overlook the advantages of the country; and the rising sun of August 16th showed his cannon on the summit of Mount Defiance, ready to open their fire on the fortress below. Gen. St. Clair saw that all hope of maintaining his position was entirely lost, and immediately commenced his retreat, pursued at no great distance by Gen. Burgoyne. The news of St. Clair's retreat spread consternation throughout the country. A powerful army containing 6000 regular troops, and a large body of Canadian militia and Indians, had now passed the boundary of the country, and having got this important pass into their possession, found the way open before them to Hudson river, and the force which had been collected to oppose their progress, all scattered and flying before them.

The rear under Col. Warner was overtaken by Gen. Frazer, and after an action forced to fly. Gen. Burgoyne pursued by water, and sent Lieut. Col. Hill onward, who met Col. Long at Battle Hill, and after suffering much in an engagement of two hours, was reinforced by some Indians, who came up in time to save

him, and to induce the Americans to retreat. At Hubbardton the latter suffered severely, and lost their stores at Skeenesborough, where Burgoyne stopped to make arrangements for future operations. During his delay, Gen. Schuyler obstructed the channel of Wood Creek, removed every thing valuable from the country, and took the stores from Fort George to Fort Edward; sending for regular troops, and calling for the militia of the neighbouring states, both which were supplied. Gen. Arnold and Col. Morgan joined him with a body of riflemen, and Gen. Lincoln with the New-England militia; and he fell back to Saratoga and Stillwater.

BATTLE OF BENNINGTON.

While these preparations were making for a general engagement, the battle of Bennington occurred, which must now be introduced to preserve the order of time. Being in want of provisions, Gen. Burgoyne had despatched Lt. Col. Baum with his Hessians, to sieze the public stores at Bennington. He was supported by Lt. Col. Brechman, who stopped at Baten Kill. Brig. Gen. Stark with the New-Hampshire troops, joined by Col. Warner, attacked Col. Baum at the Wallomsack river, where they were encamped, July 16th, (1777,) and in two hours forced their works, and completely defeated them. Col. Warner began the attack on Col. Brechman, wounded him mortally, and took him prisoner, and put his troops to flight.

226 of the British troops were killed at the battle of Bennington, or rather the battle of *Hoosac*, as it was fought in that town. 700 Soldiers were taken prisoners and 36 officers.

To return to the principal scene of action. Gen. Gates now received the command of the American troops, which had been greatly reinforced, and marching them from the east side of Hudson river, opposite Half-moon, to Still water, on the west side, took a position on Bemis's Heights, the scene of the important action soon to be described.

BEMIS'S HEIGHTS.

A ridge of elevated ground, beginning on the left, about a quarter of a mile from the river, and stretching off towards the North west, offered great advantages for the defence of the road.

Gen. Gates' Camp

Was about half a mile from the road on the left, and his quarters were in a house which is yet standing, although very old. A bye road leads to the place; and the traveller, if he is able, will find himself repaid by examining the old entrenchments, and afterwards proceeding along the heights, which were occupied by the American troops. He may send his carriage on to Smith's tavern, about 3 miles on the main road. The space between the river and the brow of the hill was crossed by a deep entrenchment defended with artillery and almost impracticable.

THE AMERICAN LINES,

3-4 of a mile long, were furnished with a breast work of logs, (the hills being almost entirely a forest,) and the left was on a hill opposite the enemy's right. From the left almost to the centre the ground is level, and was partly cleared, yet much encumbered with fallen and girdled trees. An opening left of the centre had a battery—thence a ravine ran to the right.

The Americans, as will be seen on a view of the ground, had drawn their line towards the river in such a manner as to present the form of an Indian deer trap; and their armies could hardly hope to escape the toils without some vigorous exertion. It will be recollected that the expedition under Sir Henry Clinton, who proceeded up Hudson river to Kingston, was intended to co-operate with Gen. Burgoyne, but failed to produce the effects intended.

THE BRITISH LINES

stretched from a hill opposite the American left, in a straight line across the plain to the Hudson river. The following account of their approach from Lake George is from Gen. Wilkinson's Memoirs.

"General Burgoyne crossed the Hudson river the 13th and 14th of September, and advanced with great circumspection on the 15th from Saratoga to Davocote, where he halted to repair bridges in his front. The 16th was employed on this labour, and in reconnoitering: on the 17th he advanced a mile or two, resumed his march on the 18th, and General Arnold was detached by General Gates, with 1500 men, to harass him; but after a light skirmish, he returned without loss or effecting any thing more than picking up a few stragglers: and the enemy moved forward and encamped in two lines, about two miles from General Gates; his left on the river, and his right extending at right angles to it, across the low grounds about six hundred yards, to a range of steep and lofty heights occupied by his elite, having a creek or gulley in his front, made by a rivulet which issued from a great ravine, formed by the hills which ran in a direction nearly parallel to the river, until within half a mile of the American camp.

THE BATTLE GROUND.

The battles of the 19th of September and 7th of October were fought near the same spot, and after a view of the whole field, the visitor will find it very gratifying to proceed to the spot by following the American line. If this is not convenient, he can pursue the road along the river, up nearly to Smith's tavern, which stands on the road two or three miles up. The British right and the American left, as was before remarked, approached near each other and had a valley between them, in which was a cleared field, called Freeman's Farm, surrounded by a forest. Having reached this spot the visitor will be able to comprehend in the most satisfactory manner, the description of the battle of Sept. 19th, as given by Gen. Wilkinson, after a brief introduction.

BATTLE OF SEPT. 19TH.

In the morning it was reported by Col. Colburn, who was watching the enemy, that they were beginning to ascend the hill towards the American left. Gen. Gates sent Col. Morgan to oppose them, and the firing began about noon. The action extended, and in three hours was general, and continued without interruption till dark. The American troops engaged amounted to 3000, the British to 3500. The following account is from Gen. Wilkinson.

“ This battle was perfectly accidental ; neither of the generals meditated an attack at the time, and but for Lieutenant Colonel Colburn’s report, it would not have taken place ; Burgoyne’s movement being merely to take ground on the heights in front of the great ravine, to give his several corps their proper places in line, to embrace our front and cover his transport, stores, provisions and baggage, in the rear of his left ; and on our side the defences of our camp being not half completed, and reinforcements daily arriving, it was not General Gates’ policy to court an action. The misconception of the adverse chiefs put them on the defensive, and confined them to the ground they casually occupied at the beginning of the action, and prevented a single manœuvre, during one of the longest, warmest, and most obstinate battles fought in America. General Gates believed that his antagonist intended to attack him, and circumstances appeared to justify the like conclusion on the part of Burgoyne ; and as the thickness and depth of the intervening wood concealed the position and movements of either army from its adversary, sound caution obliged the respective commanders to guard every assailable point ; thus the flower of the British army, the grenadiers and light infantry, one thousand five hundred strong, were posted on an eminence to cover its right, and stood by their arms, inactive spectators of the conflict, until near sunset ; while Gen. Gates was obliged to keep his right wing on post, to prevent the enemy from forcing that flank, by the plain bordering on the river. Had either of the generals been properly apprised of the dispositions of his antagonist, a se-

rious blow might have been struck on our left or the enemy's right; but although nothing is more common, it is as illiberal as it is unjust, to determine the merits of military operations by events exclusively. It was not without experience that the Romans erected temples to Fortune. Later times might afford motives for edifices, in which genius or wisdom wou'd have no votaries.

"The theatre of action was such, that although the combatants changed ground a dozen times in the course of the day, the contest terminated on the spot where it began. This may be explained in a few words. The British line was formed on an eminence in a thin pine wood, having before it Freeman's farm, an oblong field stretching from the centre towards its right, the ground in front sloping gently down to the verge of this field, which was bordered on the opposite side by a close wood; the sanguinary scene lay in the cleared ground, between the eminence occupied by the enemy and the wood just described; the fire of our marksmen from this wood was too deadly to be withstood by the enemy in line, and when they gave way and broke, our men rushing from their covert, pursued them to the eminence, where, having their flanks protected, they rallied, and charging in turn drove us back into the wood, from whence a dreadful fire would again force them to fall back; and in this manner did the battle fluctuate, like waves of a stormy sea, with alternate advantage for four hours, without one moment's intermission. The British artillery fell into our possession at every charge, but we could neither turn the pieces upon the enemy, nor bring them off; the wood prevented the last, and the want of a match the first, as the linstock was invariably carried off, and the rapidity of the transitions did not allow us time to provide one. The slaughter of this brigade of artillerists was remarkable, the captain and thirty-six men being killed or wounded out of forty-eight. It was truly a gallant conflict, in which death by familiarity lost his terrors, and certainly a drawn battle, as night alone terminated it; the British army keeping its ground in rear of the field of action, and our corps, when they could no longer distinguish objects, retiring to their own camp."

THE INTERVAL BETWEEN THE TWO BATTLES.

This time, from Sept. 19th till Oct. 7th, was devoted to strengthening their fortifications, and by Gen. Gates to collecting also large reinforcements of militia. Gen. Burgoyne is said to have planned an attack on the 20th and 21st of September, but fortunately delayed until the Americans were in the best situation to oppose him. Attacks on the British pickets took place almost every night, and they were continually harrassed.

BATTLE OF OCTOBER 11TH.

Gen. Wilkinson gives the following description of this battle.

“On the afternoon of October 7th, the advanced guard of the centre beat to arms; the alarm was repeated throughout the line, and the troops repaired to their alarm posts. I was at head quarters when this happened, and with the approbation of the General, mounted my horse to inquire the cause; but on reaching the guard where the beat commenced, I could obtain no other satisfaction, but that some person had reported the enemy to be advancing against our left. I proceeded over open ground, and ascending a gentle acclivity in front of the guard, I perceived about half a mile from the line of our encampment, several columns of the enemy, 60 or 70 rods from me, entering a wheat field which had not been cut, and was separated from me by a small rivulet; and without my glass I could distinctly mark their every movement. After entering the field they displayed, formed the line, and set down in double ranks with their arms between their legs. Foragers then proceeded to cut the wheat or standing straw, and I soon after observed several officers, mounted on the top of a cabin, from whence with their glasses they were endeavouring to reconnoitre our left, which was concealed from their view by intervening woods.

“Having satisfied myself, after fifteen minutes attentive observation, that no attack was meditated, I returned and reported to the General, who asked me what ap-

peared to be the intentions of the enemy. "They are foraging and endeavouring to reconnoitre your left; and I think, Sir, they offer you battle." "What is the nature of the ground, and what your opinion?" Their front is open, and their flanks rest on the woods, under cover of which they may be attacked; their right is skirted by a lofty height. I would indulge them." "Well then order on Morgan to begin the game." I waited on the Colonel, whose corps was formed in front of our centre, and delivered the order; he knew the ground and enquired the position of the enemy: they were formed across a new cultivated field, their grenadiers with several field pieces on the left, bordering on a wood and a small ravine formed by the rivulet before alluded to; their light infantry on the right, covered by a worn fence at the foot of the hill before mentioned, thickly covered with wood; their centre composed of British and German battalions. Col. Morgan, with his usual sagacity, proposed to make a circuit with his corps by our left, and under cover of the wood to gain the height on the right of the enemy, and from thence commence his attack, so soon as our fire should be opened against their left; the plan was the best which could be devised, and no doubt contributed essentially to the prompt and decisive victory we gained.

"This proposition was approved by the General, and it was concerted that time should be allowed the Colonel to make the proposed circuit and gain his station on the enemy's right before the attack should be made on their left; Poor's brigade was ordered for his service, and the attack was commenced in due season on the flank and front of the British grenadiers, by the New Hampshire and New York troops. True to his purpose, Morgan at this critical moment poured down like a torrent from the hill, and attacked the right of the enemy in front and flank. Dearborn at the moment, when the enemy's light infantry were attempting to change front, pressed forward with ardour and delivered a close fire; then leaped the fence, shouted, charged and gallantly forced them to retire in disorder; yet headed by that intrepid soldier the Earl of Balcarras they were immediately rallied and re-formed behind a fence in rear of their first position; but being

now attacked with great audacity in front and flanks by superior numbers, resistance became vain, and the whole line, commanded by Burgoyne in person, gave way and made a precipitate and disorderly retreat to his camp, leaving two 12 and six six pounders on the field with the loss of more than 400 officers and men killed, wounded and captured, and among them the flower of his officers, viz. Brigadier General Frazer,* Major Ackland commanding the grenadiers, Sir Francis Clark, his first aid-de-camp, Major Williams, commanding officer of the artillery, Captain Money, deputy quarter-master-general, and many others. After delivering the order to General Poor and directing him to the point of attack, I was peremptorily commanded to repair to the rear and order up Ten Broeck's brigade of York militia 3000 strong; I performed this service, and regained the field of battle at the moment the enemy had turned their back, fifty two minutes after the first shot was fired. The ground which had been occupied by the British grenadiers presented a scene of complicated horror and exultation. In the square space of twelve or fifteen yards lay eighteen grenadiers in the agonies of death, and three officers propt up against stumps of trees, two of them mortally wounded, bleeding and almost speechless; what a spectacle for one whose bosom glowed with philanthropy, and how vehement the impulse, which excites men of sensibility to seek such scenes of barbarism!

I found the courageous Colonel Cilley a-straddle on a brass twelve-pounder and exulting in the capture—whilst a surgeon, a man of great worth, who was dressing one of the officers, raising his blood-besmeared hands in a frenzy of patriotism, exclaimed, Wilkinson, I have dipped my hands in British blood. He received a sharp rebuke for his brutality, and with the troops I pursued the hard-pressed flying enemy, passing over killed and wounded until I heard one exclaim, “protect me Sir, against this boy.” Turning my eyes, it was my fortune

*General Frazer was shot in the meadow a little off the road, just south of the Blacksmith's shop. The spot is on a cross road, and a little elevated.

to arrest the purpose of a lad thirteen or fourteen years old, in the act of taking aim at a wounded officer who lay in the angle of a worm fence. Inquiring his rank, he answered, "I had the honour to command the grenadiers;" of course, I knew him to be Major Ackland, who had been brought from the field to this place, on the back of a Captain Shrimpton of his own corps, under a heavy fire, and was here deposited, to save the lives of both. I dismounted, took him by the hand and expressed hopes that he was not badly wounded; "not badly," replied this gallant officer and accomplished gentleman, "but very inconveniently, I am shot through both legs; will you, Sir, have the goodness to have me conveyed to your camp?" I directed my servant to alight, and we lifted Ackland into his seat, and ordered him to be conducted to head quarters. I then proceeded to the scene of renewed action, which embraced Burgoyne's right flank defence, and extending to his left, crossed a hollow covered with wood, about 40 rods to the entrenchment of the light infantry; the roar of cannon and small arms at this juncture was sublime, between the enemy, behind their works, and our troops entirely exposed, or partially sheltered by trees, stumps, or hollows, at various distances, not exceeding 120 yards. This right flank defence of the enemy, occupied by the German corps of Breyman, consisted of a breast-work of rails piled horizontally between perpendicular pickets, driven into the earth, *en potence* to the rest of his line, and extended about 250 yards across an open field, and was covered on the right by a battery of two guns. The interval from the left to the British light infantry was committed to the defence of the provincialists, who occupied a couple of log cabins. The Germans were encamped immediately behind the rail breast-work, and the ground in front of it declined in a very gentle slope for about 120 yards, when it sunk abruptly; our troops had formed a line under this declivity, and covered breast high were warmly engaged with the Germans. From this position, about sunset, I perceived Brigadier General Learned advancing towards the enemy with his brigade, in open column, I think with Colonel M. Jackson's regiment in front, as I saw Lieut-

tenant Colonel Brooks, who commanded it, near the General when I rode up to him ; on saluting this brave old soldier, he inquired, where can I *put in* with most advantage ?” I had particularly examined the ground between the left of the Germans and the light infantry, occupied by the provincialists, from whence I had observed a slack fire ; I therefore recommended to General Learned to incline to his right, and attack at that point : he did so with great gallantry ; the provincialists abandoned their position and fled ; the German flank was by this means uncovered ; they were assaulted vigorously, overturned in five minutes, and retreated in disorder, leaving their gallant commander, Lieutenant-Colonel Breyman, dead on the field. By dislodging this corps, the whole British encampment was laid open to us ; but the extreme darkness of the night, the fatigue of the men, and the disorder incident to undisciplined troops after so desultory an action, put it out of our power to improve the advantage ; and in the course of the night General Burgoyne broke up his camp, and retired to his original position, which he had fortified, behind the great ravine.”

The British lost in killed, wounded and prisoners, about 600 ; the Americans 319. The German officers said they had never before met so vigorous and terrible a fire. Several American officers who walked over the field after midnight, found no enemy to interrupt them.

GENERAL FRAZER'S GRAVE,

is on the hill a little west of Smith's. At his own request, he was buried in the great redoubt.

Oct. 8th, frequent attacks were made on Gen. Balcarras' corps, and the British expected a general action.

GENERAL BURGOYNE'S RETREAT

commenced that night towards Lake George ; but he was pursued and intercepted so promptly, that he was obliged to stop and take a position at Fishkill, near which he surrendered ten days after the battle. The

place will be particularly noticed on the "Excursion to Saratoga Lake.

After perusing the foregoing descriptions of those two most important battles, the traveller will be greatly interested in learning that Smith's inn to which he has before been directed, was at that period the

QUARTERS OF GEN. BURGOYNE.

The house now stands by the road side, but the place where it then was is a spot at the foot of the hill and about 200 yards from the river. Several ladies of distinction were its inmates at the time when the British troops were here, being the wives of some of his principal officers. Among these were the Baroness Reidesel, with her children, wife of Gen. Reidesel, Lady Harriet Ackland, wife of Major Ackland, commander of the British Grenadiers. The former published an account of what she saw during this trying and dangerous contest, after her return to Europe. The house was converted into a hospital during the second battle, and Gen. Frazer died on the 8th of October in what is now the bar-room. His grave is on the hill. The following is an extract from the interesting narrative of the Baroness.

"But severe trials awaited us, and on the 7th of Oct. our misfortunes began; I was at breakfast with my husband, and heard that something was intended. On the same day I expected Generals Burgoyne, Philips and Frazer to dine with us. I saw a great movement among the troops; my husband told me, it was merely a reconnaissance, which gave me no concern as it often happened. I walked out of the house and met several Indians in their war dresses, with guns in their hands. When I asked them where they were going they cried out War! War! (meaning they were going to battle.) This filled me with apprehension, and I scarcely got home before I heard reports of cannon and musketry, which grew louder by degrees, till at last the noise became excessive. About 4 o'clock in the afternoon instead of the guests whom I expected, General Frazer was brought on a litter mortally wounded. The table which was already set, was instantly removed, and a bed placed in its stead for

the wounded General. I sat trembling in a corner; the noise grew louder and the alarm increased; the thought that my husband might perhaps be brought in, wounded in the same way, was terrible to me, and distressed me exceedingly. General Frazer said to the surgeon, "*tell me if my wound is mortal, do not flatter me.*" The ball had passed through his body, and unhappily for the General, he had eaten a very hearty breakfast, by which the stomach was distended, and the ball, as the surgeon said, had passed through it. I heard him often exclaim with a sigh "OH FATAL AMBITION! POOR GENERAL BURGOYNE! OH MY POOR WIFE!" He was asked if he had any request to make, to which he replied, that "IF GENERAL BURGOYNE WOULD PERMIT IT, HE SHOULD LIKE TO BE BURIED AT 6 O'CLOCK IN THE EVENING ON THE TOP OF A MOUNTAIN, IN A REDOUBT WHICH HAD BEEN BUILT THERE." I did not know which way to turn, all the other rooms were full of sick. Towards evening I saw my husband coming, then I forgot all my sorrows and thanked God that he was spared to me. He ate in great haste with me and his aid-de-camp behind the house. We had been told that we had the advantage of the enemy, but the sorrowful faces I beheld told a different tale, and before my husband went away he took me one side, and said every thing was going very bad, that I must keep myself in readiness to leave the place but not to mention it to any one. I made the pretence that I would move the next morning into my new house, and had every thing packed up ready.

"Lady H. Ackland had a tent not far from our house, in this she slept, and the rest of the day she was in the camp. All of a sudden a man came to tell her that her husband was mortally wounded and taken prisoner; on hearing this she became very miserable, we comforted her by telling her, that the wound was only slight, and at the same time advised her to go over to her husband, to do which she would certainly obtain permission, and then she could attend him herself; she was a charming woman and very fond of him. I spent much of the night in comforting her, and then went again to my children whom I had put to bed. I could not go to sleep, as I had General Frazer and all the other wounded gentlemen

in my room, and I was sadly afraid my children would awake and by their crying disturb the dying man in his last moments, who often addressed me and apologized "*for the trouble he gave me.*" About 3 o'clock in the morning I was told he could not hold out much longer ; I had desired to be informed of the near approach of this sad crisis, and I then wrapped up my children in their clothes, and went with them into the room below. About 8 o'clock in the morning *he died.* After he was laid out and his corpse wrapped up in a sheet, we came again into the room, and had this sorrowful sight before us the whole day, and to add to this melancholy scene, almost every moment some officer of my acquaintance was brought in wounded. The cannonade commenced again ; a retreat was spoken of, but not the smallest motion was made towards it. About 4 o'clock in the afternoon I saw the house which had just been built for me in flames, and the enemy was now not far off. We knew that General Burgoyne would not refuse the last request of General Frazer, though by his acceding to it, an unnecessary delay was occasioned, by which the inconvenience of the army was much increased. At 6 o'clock the corpse was brought out, and we saw all the Generals attend it to the mountain ; the chaplain, Mr. Brundell, performed the funeral service, rendered unusually solemn, and awful from its being accompanied by constant peals from the enemy's artillery. Many cannon balls flew close by me, but I had my eyes directed towards the mountain, where my husband, was standing, amidst the fire of the enemy, and of course, I could not think of my own danger.

"General Gates afterwards said, that if he had known it had been a funeral he would not have permitted it to be fired on."

Lady Harriet Ackland went to the American camp after the action, to take care of her husband before the surrender, and the Baroness Reidesel afterwards. They were both received with the greatest kindness and delicacy.

BALLSTON SPRINGS.

The clustering buildings of this great watering place are discovered unexpectedly, in a little valley of sufficient depth to conceal them at a short distance. Mr. Booth's female Academy is just South of the village. There are here three principal houses for the reception of visitors. The largest and most *fashionable* is *Sans Souci*; and the most comfortable are Aldridge's and Corey's. The price of board is ten dollars a week at the former place, and eight dollars at the two latter. Besides these three are several other boarding houses of inferior pretensions and prices; for great numbers of persons of all classes are annually attracted to these great watering places.

SANS SOUCI

Is a building of an important size, occupying the corner where the village street meets the road to Saratoga. It has a fine piazza opening upon the former, and presents a front of 160 feet long with a wing extending back from each end 150 feet, all of them three stories high, and containing in all lodging for nearly 150 persons. The dining room can easily accommodate that number, and the public parlour is large, airy and pleasant, extending to the ladies' private parlour. There is a beautiful meadow in the rear of the house which is to be made free of some incumbrances, and to be planted with trees, laid out in walks, &c. for the pleasure of visitors.

Scarcely any thing in this country can exceed the scene of gaiety which this house presents in the visiting season, as scarcely any thing can communicate sensations of more complete desertion and loneliness before the company have arrived, or after they have retired. When crowded with people, *Sans Souci* is usually the scene of several balls in the week, to say nothing of the fishing parties, riding parties, &c. &c. which fill up the day. The variety of scenery in the neighbourhood is sufficient to attract many of those who resort to this place of health and pleasure, and walking and riding will be found much more agreeable here than at Saratoga.

Some of the particular routes and objects will be designated hereafter.

MR. ALDRIDGE'S HOUSE

was the first respectable one ever opened in this place for the accommodation of visitors. Its size being sufficient also for a more limited number of persons, a visitor of quiet habits or in ill health, will here find himself retired from the noise and bustle which enter so largely into the amusements of the more gay and robust. Very considerable improvements are also to be made here this season. The house has a pleasant garden, with a long flight of steps leading to a commanding elevation which overlooks the village below. In speaking of this house and Corey's at once, we may remark, that the tables are well furnished, the servants attentive, the rooms commodious, and the company no less genteel than at Sans Souci.

MR. COREY'S HOUSE

Is situated at a little distance south of Aldridge's, and has a pleasant appearance, having a handsome green in front and a piazza.

THE OLD SPRING,

Which is in the middle of the street opposite Aldridge's, was the first discovered in all this part of the country. It is said that the inhabitants were induced to trust to its peculiar virtues by the example of the deer of the forest, which had resorted to it in such numbers as to form beaten paths from every direction to the spot. In 1792 there was not a house within two or three miles of this spot. The neighbouring country was almost a perfect wilderness at the close of the revolutionary war; for the natural military route between Canada and the U. States lay through it, and the Five Nations of Indians were so near on the western side, and were frequently passing over it on their war parties, that few white men were willing to encounter the dangers and risques to

to which such a residence must necessarily be exposed. For some years the only place where visitors could find shelter here, was in a log house, which continued for a considerable time to be the only object of notice. The Springs near the Sans Souci were subsequently discovered, and have enjoyed their portion of celebrity. In 1817 four springs of different qualities were found near the great manufactory built by Mr. Low. Their history is worthy of attention, as it shows the singular changes which sometimes take place in this mysterious soil, where springs occasionally appear, change places and disappear, without any apparent cause. Some surprising power is constantly at work somewhere beneath the surface, which the wisest students of nature are unable to explain or to comprehend. The branch of the Kayderosseros brook which flows through the Spa Village, was raised to an unusual height by a flood in the summer of 1817, which threw its current into a new channel further towards the east than its former one. The old bed was thus left dry; and four springs were found rising side by side, all of them within a space of about twenty feet square, and all of qualities entirely different. One resembled in some degree the old spring, but contained a surplus of carbonic acid gas and sparkled like champagne; the next contained much glauber salts, and was somewhat like the Congress Spring at Saratoga; the third was brine, like sea water; and the fourth was as fresh as rain. A platform was raised that covered them all, and wooden tubes were sunk into the two first, which were only two or three feet apart, and for three or four seasons they attracted all visitors, so much so that the old spring was deserted. The first spring was peculiarly fine, and the favourite of all; but it at length began to lose its flavour, gas and virtue. Fashion soon eyed it with suspicion, and the steps of the gay as well as the melancholy were bent in another direction, so that these four wonders of the place were neglected and forgotten, and have long contented themselves with joining in one current of clear fresh water, to swell without tincturing the stream of the Kayderosseros.

The old spring has fully regained its ancient reputation; and as the tide of company was turned last season from Saratoga back to Ballston, it is to be presumed that

youth and age will crowd as heretofore around its brink, and pleasure as well as health will again be dispensed at its fountain.

QUALITIES OF THE WATERS.

NEW-HAVEN, April 27, 1824.

Dear Sir,

You request my opinion of the mineral waters at Ballston Spa. They are in my view, very valuable, and I can discern no serious reason why public opinion should be less favourable to them now, than formerly. I became acquainted with the old spring, near Mr. Aldridge's in consequence of using its waters uninterruptedly at the fountain head, for a month, in the autumn of 1797; and a residence of the same length of time, at Ballston Spa, during the last summer, gave me an opportunity of renewing my acquaintance with the Old spring, and of becoming familiar also with those more recently discovered fountains, which have been opened and brought into use. The oldspring, appears substantially, as it did in 1797, and is, I suppose, surpassed by no mineral fountain in the world as a brisk, copious, slightly saline, and strong chalybeate. The principal spring under the bath house, while it is also a brisk chalybeate, is, besides in a high degree saline, and is probably unrivalled as a natural combination of this class. Its cathartic properties are strong and its tonic powers equally so. There is no spring either at Ballston Spa or Saratoga springs which I should prefer to this. I speak of my own experience—for some persons, a brisk cathartic water, scarcely chalybeate at all, like the Congress spring, may be preferable. The Congress spring is also, so far as I am informed without a rival, in its class—but it is scarcely proper to call it a chalybeate, as it is so only in a slight degree. There is no reason why the establishments at Saratoga springs and at Ballston Spa should regard each other with an unfriendly feeling. The accommodations of both are too good to need praise from me, and the bounty of the Creator has poured forth these fountains of health, in the great valley (for I regard the springs of Ballston Spa and Saratoga as parts of one great sys-

tem) with a profuse benevolence, unknown in any other country. Nothing can exceed the variety, copiousness and excellence of the springs at Saratoga—but those of Ballston Spa are in no respect except that of number and variety inferior to them, and I trust the day is not distant, when a truly liberal feeling, will in both villages, lead to mutual commendation, and an amicable rivalry, in efforts to please and to accommodate their guests; and the salutary effect will then, I am persuaded, soon be visible, in the increased number of visitors, from every part of this great continent; a number more than sufficient to fill both villages, and fully to reward the spirited and liberal proprietors of their respective public establishments.

With the best wishes for the prosperity of both places I remain

Your Obt. Servt.

B. SILLIMAN.

The Lover's Leap is a precipice of 60 or 70 feet, which overhangs the Kayderossers, and overlooks a romantic and secluded little valley, at the distance of about half a mile from the springs. The road leads up the hill beyond Aldridge's, and through a dark pine grove. A half trodden path turns off at the right and conducts to the precipice, which is a pleasant retreat in the heat of the day, affording a fine shade and frequently a pleasant breeze, as well as the view of a wild scene below, to which a steep descent conducts on the left hand. Many cheerful parties have visited this spot, many lonely and melancholy footsteps; it has drawn forth many enthusiastic remarks on the beauties of nature, and it is said, some indifferent poetry.

BALLSTON LAKE

is a pretty little sheet of water about 4 miles distant; but as SARATOGA LAKE is much larger, more accessible and more beautiful, and is supplied with accommodations for fishing parties, it is more worthy of attention, and to the description of it we refer the stranger. It is only six

miles from Ballston Spa and the same distance from Saratoga.

There is a fine farm which may be seen in a south-westerly direction, from Ballston Springs, which from its size and style of cultivation is worthy of the attention of agriculturists.

There is a *Reading Room and Circulating Library* kept at the store of Mr. Comstock, and a book is also kept in which the names of visitors arriving at the principal houses are daily entered, for the information of others.

REMARKS ON THE ROUTES.

At the Springs many a traveller has to arrange his future journeys, either for business or pleasure, and as Ballston and Saratoga are pre-eminently places of leisure, if not of *reflection*, some general hints concerning the different routes will not be misplaced.

NORTH. The roads to *Lake George*, *Lake Champlain*, *Montreal*, &c. belonging more properly to Saratoga, will be given under that head.

EAST. The traveller is referred to the same place also for the roads leading into New England.

SOUTH. Two or three Steam Boats leave Albany for New-York every day, and as many arrive from that city. Several others will also ply every week between New-York and Troy. They all touch at numerous points on the river, so that passengers can land where they please. The newspapers will furnish all necessary information concerning their periods of departure and return, and coaches from the Springs so regulate their time as to accommodate the traveller. The larger boats are generally preferred, on account of the fine air and prospect enjoyed from their upper decks; but they are sometimes more crowded than the small ones, and when the water in the river is low, some of them can come up no higher than the Overslaugh, 4 miles below Albany, to which place passengers are taken down in the little steam boat *Fire-Fly*.

There are *three roads to ALBANY*: by Waterford, by Schenectady, and by a route between these two.

The *first* is much the pleasantest, and affords the best travelling. From Waterford you may take either side

of the river. On the west side are the Cohoes Falls, the remarkable "nine locks" on the Erie Canal, the junction of the two Canals, and route of the former quite to Albany. On the east side the road passes over a bridge to Lansingburgh, through Troy, and re-crosses by a good and safe ferry.

For notices of these places and objects, see pages 25 and 26.

The *second* road, which goes through Schenectady, is rather circuitous, but will give the stranger an opportunity of travelling 27 miles on the Erie Canal, along the course of the Mohawk, and a sight of the various objects mentioned in pages 25 &c. A considerable part of two days will be necessary on this route from Ballston to Albany, but a little more than a single one will be sufficient if he travels all the way in stage coaches, there being a direct road from Schenectady to Albany.

WEST. The grand western route, through Utica, and leading to Niagara and Lake Erie, has been already traced out with sufficient particularity for the use of most travellers, and to that those readers are referred, who intend to pursue that course after leaving the Springs. The nearest point on that route is Schenectady, whence the traveller may proceed up the Mohawk, either by the stage road or in the canal boats. See page 28.

The *third* road is little travelled, and cannot be recommended.

SARATOGA SPRINGS

are 8 miles from Ballston Springs, and a public coach passes between these two places every day—50 cents for a seat. The road is level and sandy, and if the weather be dry the traveller will probably be incommoded with dust, unless he rides in the morning or evening when the ground is moist with the dew. Measures have been taken to form a turnpike road, which it is hoped, will be accomplished this season.

The village is quite concealed until you are within a short distance, and then the clusters of frail board build-

ings which spring up among the stumps of trees lately felled in the skirts of the pine forest, show what an unnatural surplus of population the place contains during the brief period that fashion here maintains her court. It may not be unseasonable to mention here the principal houses in the order in which they were supposed to stand on the list of gentility in 1824: the United States Hotel, \$10 per week, Congress Hall do. the Pavilion do. and Union Hall \$8.

On reaching the brow of a hill which descends into the village the street lies in full view, with all the principal houses. On the right is Congress Hall three stories high with a row of 17 columns, rising from the ground to the eaves; opposite is Union Hall with a row of 10 similar columns; over which are seen the brick walls of the United States Hotel; and still beyond and on the other side, the roof of the Pavilion. From this view the village is represented in the accompanying print, which was taken on the spot the last season.

On reaching the foot of the hill, the Congress Spring, the glory, the existence of the place, is seen at a short distance on the right, usually surrounded with a throng of people.

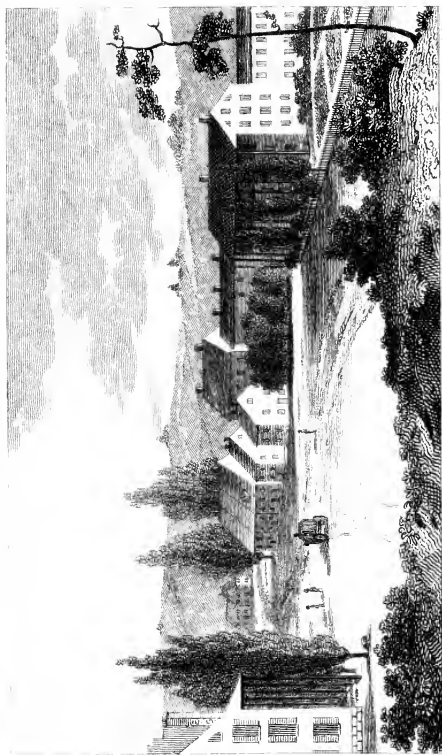
CONGRESS HALL

Has generally enjoyed the highest favour among the most fashionable visitors at Saratoga, on account of its fine and imposing appearance, its contiguity to the Spring, the number and size of its apartments, and the style in which it is furnished and kept. It is 196 feet long on the street, with two wings of 60 feet running back, and contains lodging for 150. The first floor in front is divided into the following manner: a dining room at the south end, capable of containing tables for all the house can accommodate; next the dancing hall, about 80 feet long, and last the ladies' parlour. The price of board is \$10 per week.

THE UNITED STATES HALL

Is a fine building of brick, three stories high, with a colonade rising only to the second story. This house is

SARATOGA.



W. P. M.

W. P. M.

excellently well kept, and is more substantially built than any of the rest, which are of a light construction, fit only for the mildest weather; but it is deficient in public rooms, in which particular Congress Hall so much excels. It is also raised so high from the street as not to be convenient of access, although many prefer it on that very account.

THE PAVILION.

This is a very good house for one of its size, and will be found free from much of the bustle of the larger ones, while the resort of company no less respectable and genteel. Those who wish to drink often of the Flat rock water will prefer it, as that Spring is only a few steps from it in the rear. There is also a shady little wood not far beyond by the road side, on the way to the Round Rock Spring.

UNION HALL.

Is the resort of those who wish to have the most convenient access to the waters of the Congress Spring, or to participate more moderately in the amusements of the place, and to avoid the inconveniences of gaiety and mirth, which those do not feel who mingle in the continued round of balls and dances which produce them.

THE CONGRESS SPRING.

Which, as was before remarked, is the great source from which this place derives its celebrity and its show of wealth and importance, was discovered by Mr. Putnam. He built the first house near it for the accommodation of invalids, which was subsequently enlarged to the present Union Hall, now kept by his son. The Round rock Spring, of which more particular notice will soon be taken, was known before, having been discovered to Sir William Johnson by an Indian, while the country was yet a wilderness. The Congress Spring was long concealed by the neighbouring brook which formerly passed over it; but its valuable qualities being discover-

ed, it has attracted universal attention, and the benefits of its waters are annually dispensed to thousands.

THE FLAT ROCK SPRING,

Is near the upper end of the street, and in the rear of the Pavilion. In composition and qualities it bears some resemblance to *the Old Spring at Ballston*, but is far inferior. It is a calybeate water, and the best of the kind in the place. It is situated on the margin of the little valley in which all the springs are found, and the Pavillion will be found a pleasant house to invalids and others who wish to drink of it frequently.

THE ROUND ROCK SPRING.

This Spring is worthy of a visit merely as a natural curiosity, the water, although for a time much celebrated, and indeed the only attraction of which Saratoga could boast, having gone into disrepute, since the discovery of the sources already mentioned. It is a feeble chalybeate, with little taste and little effect. The water rises in a small lime-stone rock of a conical form, with a circular hole in the middle, about five inches in diameter. The rock is about five feet through at the base, and has evidently been produced by the layers of lime deposited by the water. Many of the rocks in the neighbourhood contain a large quantity of lime, where the carbonic acid of the water probably obtains the supply which it afterwards deposits here. The gradual accretion which is constantly going on here, is very apparent even to a hasty observer. That part of the rock which is most exposed to the dripping of water taken out in cups through the hole in the top, is always smooth and even, while other parts are rough and broken. Fractures made by visitors are sometimes found half obliterated by a recent coat of calcareous matter formed in this manner. A horizontal rock, apparently of similar formation, extends for a considerable distance under the surface of the ground; and indeed it might be supposed to reach to some of the springs which rise in different places along the valley above.

It is said that the **ROUND ROCK** was discovered to Sir William Johnson by an Indian, before which time it was unknown to Whitemen. The water, according to common report, formerly flowed over the top, but has for many years found its way below, through a crevice produced by a large forest tree which fell and cracked the rock.

SARATOGA LAKE.

An excursion to this beautiful piece of water, is one of the most agreeable that can be made in any direction. It is six miles distant, in a south-easterly direction, and is frequently visited by parties from Ballston, as well as Saratoga Springs, as a good house has been lately erected on the shore, and furnished with every accommodation, by Mr. Riley. Sailing and fishing on the Lake form the amusements of the excursion.

The lake extends 9 miles in length, and is 3 in breadth. The shores are bold and varied, gently descending with a smooth slope to the margin or rising in rugged crags from the water's edge; sometimes softened and beautified by the hand of cultivation, and sometimes abandoned to all their native wildness.

If the wind and weather are favourable, the visitor may expect good sport in fishing? and if not, he may calculate on a dinner table well supplied by other and more fortunate adventurers. There are also many kinds of wild fowl, birds, &c. in the neighbourhood, so that a sportsman may find great amusement here.

THE BATTLE GROUND,

where General Burgoyne fought Gen. Gates and the Americans in the autumn of 1777, lies at the distance of 5 or 6 miles, towards the east, and is described particularly at page 85 and onward; see page 112 for

The Field of Surrender, and Gen. Burgoyne's last Camp
K

TROUT FISHING.

2 miles eastward from the Springs, is a Trout pond, to which sportsmen frequently resort. Mr. *Burbute*, however, who keeps the house, never permits the fish to be eaten any where else.

The remarks which have been made on the gaiety of the two great watering places, are intended to apply only when they are the fashionable resorts of those throngs of visitors which every season appear at one or both of them. The changes in fashion which lead all the world sometimes to prefer one and sometimes the other, and sometimes to divide their visits equally between them both, are of so unaccountable a nature, that it is impossible for any one to divine them, or, with any confidence to hazard a conjecture far into futurity. Seven or eight years ago, Ballston was the general rendezvous; but Saratoga soon afterwards drained it of its company, and maintained its superiority in this particular until near the close of the last season, (1824,) when *Sans Souci* was filled to an overflow, and most of the other houses at Ballston were crowded with visitors. If therefore the remarks heretofore made, concerning the liveliness and gaiety of either of these places, should at any time appear inapplicable, it may be remembered that they have been often true of both, and doubtless will be so again.

THE READING ROOM.

Here, as well as at Ballston, a Reading Room is kept, where strangers will find newspapers from different parts of the country, and where they will be able to supply themselves with books of different descriptions, to beguile their few leisure hours. The Reading Room is at the Book Store, a little beyond the United States Hotel.

A List of Strangers will also be found at the same place, into which the arrivals and departures of visitors are copied once a day, from the books of the four principal houses. If any one expects to meet a friend here, or wishes to learn whether he has already left Saratoga he has only to refer to this list and look for his name.

THE BATTLE GROUND.

The defeat of General Burgoyne in the year 1777 took place a few miles east from the Springs. The two battles which he fought with the American army under General Gates, are commonly blended into one, and called *the Battle of Saratoga*. To speak strictly, however, they should bear the name of *Bemis's Heights*, where they actually took place; though the name of Saratoga bears so fine a sound, that there seems on the whole little to be gained by the change.

The field of battle having been already described, as well as the bloodshed and the victories of those important days, the visitor is referred to pages 85 and onwards for an account which will aid him in tracing out the various positions and sites with distinctness and interest.

It is proper to remark, however, that from Saratoga the visitor approaches the field in a different direction from that assumed by the description above alluded to; and that Smith's inn, where he stops, is the identical building in which Gen. Burgoyne had his quarters and which was then known as "Swords' House." It was a little in the rear of the British Lines, as described in Burgoyne's history of his campaign, and has suffered no material alteration since, except by a removal from its original situation.

After satisfying himself with an examination of this interesting vicinity, referring, as above recommended, to the description given some pages back, the traveller, if going northward, will pass over the route by which Gen. Burgoyne approached, and subsequently retreated immediately after the battle of October 7th.

SCHUYLER'S VILLE,

6 miles from the battle ground. At this village is the place where Gen. Burgoyne was forced to stop on his retreat, on account of the flood in Fish Creek, the outlet of Saratoga Lake; and at Fort Hardy, which then stood on its banks, he surrendered to Gen. Gates on the 17th Oct. The traces of his camp are still very discernable, in em-

bankments, ditches, &c. and the house in which he had his head quarters is also remaining, although in a very dilapidated state.

THE BRITISH CAMP,

one mile from the Fishkill, and opposite the Batenkill creek. From the hill where the British encampment was formed, which is about an extensive view may be had back upon the route towards Bemis's Heights. Gen. Burgoyne occupied the night of Oct. 8th and the following day in getting to this place, although it is but 8 miles, on account of the miserable state of the roads. Here he was detained for several days by the swelling of the waters of the creek ; and when he crossed the stream, he left his hospital, with 300 sick and wounded, who were treated by Gen. Gates with every attention.

Here the further retreat was cut off ; for the Americans were found in possession of the fords of the Hudson. Gen. Burgoyne therefore took his last position ; and Gen. Gates formed his camp behind, while Morgan took post on the west and north of the British, and Gen. Fellows, with 3000 men, was stationed on the opposite side of the river. American troops were also in Fort Edward, and on the high ground towards Lake George.

THE SURRENDER.

While remaining in this situation, the British were continually exposed to the fire of their enemies, as well as reduced by want of provisions. Six days passed thus ; when, on the 17th of October, 1777, a convention was signed, and the army being marched to the meadow near Old Fort Hardy, piled their arms and surrendered prisoners of war.

THE HOUSE OF GEN. SCHUYLER

stood on the spot now occupied by that of his son. It was burnt by Burgoyne on his retreat ; notwithstanding

which the British officers were afterwards received at his house in Albany, and treated with great kindness.

REMARKS ON THE ROUTES.

NORTH. Three great routes from the Springs towards the north may be particularized, although they run almost side by side, and all unite on arriving at Lake Champlain. 1st. The fashionable route, to Caldwell on Lake George. 2d. The Northern, or Champlain Canal. 3d. The road to Whitehall, the direct route on the way to Montreal.

The *first* of these is usually travelled by strangers of taste and leisure, as it conducts directly to the scenery of Lake George, and the battle grounds in its vicinity; and passes near several other spots of high interest for their historical associations. It is with a particular view to this route that the places soon to be mentioned will be arranged and described. Even if a journey to Montreal is intended, it can hardly be too urgently pressed upon the stranger to devote a leisure day or two to Lake George on his way, as he will find himself most amply rewarded, and can join the great route with facility.

The *second route*, by the Northern Canal, may be met near the battle ground at Bemis's Heights, but it has hitherto offered in this part no boat expressly for passengers, although there is one between Fort Edward and Whitehall, which meets the Champlain steam boat. In fine weather, however, gentlemen may travel very pleasantly for a few miles in the common freight boats.

The *third route* is the road to Whitehall, which is furnished with public carriages from the Springs during the warm season, and, like the Canal, passes near some of the interesting places to be mentioned hereafter. From Whitehall the traveller may proceed down Lake Champlain in the steam boat, or by land in the mail-coach.

EAST. Travellers wishing to go to any part of the country in this direction, may take their choice of several routes. Lines of stage coaches run to Connecticut River from Burlington, Middlebury, Castleton, and

Granville, as well as from Troy and Albany, in various directions—to Hanover, Brattleborough, Greenfield, Northampton, Springfield, Hartford; and there subdividing into numerous ramifications, offer the means of conveyance to every part of New England. These routes are more particularly described under the head of “Roads” in the Index.

To meet either of these routes it will be necessary to proceed to some point north or south of the Springs, for which public carriages are established in several directions from Saratoga and Ballston, concerning which arrangements may be made at the bar of the house where the stranger is lodged.

It is also important to mention, that two lines of coaches run along the courses of Hudson River and Wood Creek, one on each side; and that the eastern one carries the mail through Castleton, Middlebury, Burlington, &c. along the course of Lake Champlain, though generally at too great a distance to command a view of it. The country there is very fine, the villages beautiful and the surface frequently mountainous. This road meets several of the eastern roads; but the traveller will probably prefer to take the steam boat, as he can land at the most important points.

The most interesting route that can be chosen by a man of taste, from the springs to Boston, is through Vermont to the white mountains, and Winnipiseogee Lake in New Hampshire. He may take what road he pleases to Connecticut River; and then proceeding to Bath on its eastern shore, pursue the course of the lower Ammonoosuc River along an improving road to *Ethan A. Crawford's* house among the White Mountains.

As lists of places and distances on the most important routes are given in different places in this book, the traveller is once more referred to the Index at the end of the volume, for any further information he wishes to obtain on this subject.

For the roads leading SOUTH and WEST from the Springs, he is referred directly to Ballston, where those routes are particularly mentioned and described.

If he has never visited the *Battle Ground at Bemis's Heights*, or, as it is usually called, of Saratoga, it may be

recommended to him to take that interesting place in his way, and to refer to pages 85 and 111 for the description of.

EXCURSION TO LAKE GEORGE.

This is by far the most delightful as well as fashionable excursion which can be made from the springs in any direction, as it abounds with some of the finest scenery in the United States, as well as in numerous sites and objects intimately connected with the history of the country.

From the time of the earliest wars between the British colonies and the French in Canada to that of 1756, the tract over which our present route lies was the high road of war. It was traversed by many a hostile expedition, in which the splendor and power of European arms, mingled with the fierce tactics of savage warriors: the ruins of their fortresses are still to be traced in many places, and tradition points to many a spot that has been sprinkled with their blood. During the Revolution also, some of the important events in our history took place in this neighbourhood. The Battle of Saratoga and the defeat of General Burgoyne has been already dwelt upon; but we shall have to refer more than once to his expedition as we pass other scenes with which the events of it are connected.

The journey to Montreal may be made by the way of Lake George; and to those who may prefer this route, it may be mentioned, at this time, that the scene of Mc. Donnough's victory in the late war, lies on Lake Champlain.

On leaving Saratoga for Lake George, the traveller enters upon an extensive tract of the most uninteresting country. All the way to Glenn's Falls the road lies across a pine plain almost without cultivation and inhabitants, where the wheels drag heavily through the sand, and the view is confined on both sides by the forest. Far from proving a tedious ride, however, it is often enlivened with the presence of cheerful parties; for the summer is not the season nor this region the place for ennui, except to those whom ill health or unhappiness has unfitted for the gay society which here abounds.

GLENN'S FALLS, 18 miles from Saratoga.

On arriving at this place the stranger is presented with a wild and striking scene, which produces a more strong and agreeable impressio*n* from its contrast with the monotony of his journey. The Hudson River opens to view, with a handsome little village on its banks, where the water is precipitated over a broken precipice forming a descent of 40 feet, and which it overspreads with a sheet of foam as white as snow. On both sides of the river below, the banks are high, steep and rocky, cut and worn away in a surprising manner by the long and incessant operation of the current, which still rushes along beneath, and continues its action on the hard channel. The dark colour of the lime stone rocks adds by contrast to the pure whiteness of the cataract; and the height of the bridge which stretches across just above, gives the scene a degree of terror by its appearance of insecurity.

A little below the falls is a rock of singular form and appearance, rising from the middle of the channel, through which a cavern has been formed by the water, opening upon the two opposite sides, as if rudely cut out by the hand of man. Here as well as in other places along the stream, the most singular appearance has been given to the rocks by the force of the water, which produces even on the surface of the hardest stones, a rough and undulated surface, resembling that of the agitated fluid itself.

A feeder has been begun at Glenn's Fall's, to convey a supply of water to Fort Edward.

[SANDY HILL, 3 miles eastward.]

This village is pleasantly situated at the next fall in the river below. The cascade is less remarkable as an object of curiosity and interest, but is still worthy of attention if the stranger have sufficient time at his disposal. He will also find several other remarkable objects below; and if he should be on his return from Lake George, and wishes to visit this part of the canal, the *Field of Surrender*, or the *Battle Ground*, before reaching Sara-

toga or Ballston, he will find it convenient to follow the course of the river.

For a description of the principal scenes of this route, see pages 130 on the return to Saratoga.]

Between Glenn's Falls and Lake George, there are two or three spots worthy of particular attention; but the whole distance will be regarded with feelings of uncommon interest, as lying near and upon some of the routes traversed, at various periods, by the military parties and the large armies set in motion by the plans of war and led across these eventful regions. The great routes between Hudson river and the Lakes, indeed lay several miles east of this, by Fort Edward, Fort Anne, and Skeensborough, which is now called Whitehall; but that was not the most direct route to Lake George, which was for a time considered as a point of considerable importance.

When Gen. Burgoyne began his retreat from Bemis's Heights in October, 1777, General Gates dispatched several bodies of troops to intercept his passage. The Hudson River was strongly guarded at Fishkill, as well as some other points of the greatest importance; and to prevent his escape by the way of Lake George, the high ground along this route was occupied by the Americans. As the surrender of his army took place at Fort Hardy, however, no blood was spilt here.

The first primitive rocks will be discovered in proceeding towards the Lake.

ROCKY BROOK, 6 miles.

There is a small stream to be passed about 4 miles this side of Lake George, which has been rendered famous by a severe action fought near it, in 1756, between Gen. Dieskau and a detachment from General Johnson's army, near the beginning of the "French War."

A particular account of the whole expedition will be given under the "BATTLE OF LAKE GEORGE," a few pages further on, so that a few words will be sufficient in this place.

General Dieskau had come from Canada with a large army originally intended for an attack on Oswego,

a fort on Lake Ontario. He had heard that the English had assembled a large force under General Johnson, and therefore directed his course towards Fort Edward. He had landed however at South Bay, and was on his march for Fort Edward, before he learned that the great body of his enemies had gone on to Lake George; and the Canadian portion of his troops being struck with dread at the report that the Fort was well supplied with cannon, objected to attacking it. He therefore changed his route, and proceeded to Lake George.

General Johnson was apprised of his approach in time to dispatch Colonel Williams against him, who, with a body of civilized troops, and a considerable number of Indians of the Five Nations, under the command of the famous warrior Hendrick, encountered the French near Rocky Brook, but in circumstances very unfavourable to the former.

General Dieskau, on hearing of Colonel Williams's design, drew up his troops in the form of a crescent, with the horse towards the enemy, and the centre crossing the road. The depth of the forest shade was a sufficient concealment; and Col. Williams had no warning of the ambush until he had penetrated beyond its wings, and was alarmed with a sudden and fatal fire from the front and both flanks. His men fought with desperation, but courage and strength cannot avail against an invisible foe. The battle was obstinate, and the slaughter dreadful. Hendrick the warrior and orator—Hendrick fell mortally wounded, by a shot in the back, from one of the wings of the crescent, and died, lamenting that death should not have met him in the face, and bequeathed to his memory more fully the honors of a soldier.

Colonel Williams also fell while bravely leading on his soldiers; and Colonel Whiting, who succeeded him in the command, with the most admirable coolness and bravery, collected the remains of the dispersed English, and forcing his way through the enemy, retreated to the main body at the head of Lake George.

BLOODY POND

is a small sheet of water at a little distance from the road; and derives its name from having been made the

great burying place of the soldiers, who fell in both armies during this bloody conflict.

LAKE GEORGE.

The village of Caldwell is the place at which the visitor will stop to take a view of this charming lake, and from which he will make his excursions across its beautiful waters. The village stands at the south end of the lake, and on its shore, commanding a fine view of the neighbouring sheet of water and the mountains by which it is almost enclosed. The inn to which strangers resort occupies a spot peculiarly fitted to gratify the eye of taste, as it overlooks the lake for several miles, and the view is not interrupted by any neighbouring obstacle. A more delightful place can hardly be found in the United States, for the temporary residence of one who takes delight in scenery of this description and loves to recur to deeds long past, and to exploits great in themselves and important in their results, even to the present day.

Lake George is 34 miles long, and its greatest breadth 4. At the south end it is only about one mile broad; and the greatest depth is 60 fathoms. The water is remarkable for its purity—a fish or a stone may be seen at the depth of 20 or 30 feet. It is undoubtedly supplied by springs from below, as the water is coldest near the bottom. It contains trout, bass and perch. There are deer in the neighbouring forest. The outlet which leads to Lake Champlain contains three large falls and rapids. The lake never rises more than two feet.

“The three best points of view are at Fort George, a place north of Shelving Rock, 14 miles, and another at Sabbath-day point, 21 miles, from the head of the Lake. The last view is taken southward, the other two northward.

This beautiful basin with its pure crystal water is bounded by two ranges of mountains, which in some places rising with a bold and hasty ascent from the water, and in others descending with a graceful sweep from a great height to a broad and level margin, furnish it with a charming variety of scenery, which every change of

weather, as well as every change of position presents in new and countless beauties. The intermixture of cultivation with the wild scenes of nature is extremely agreeable; and the undulating surface of the well tilled farm is often contrasted with the deep shade of the native forest, and the naked, weather beaten cliffs, where no vegetation can dwell.

THE ISLANDS

are an important feature in the scenery of the Lakes. They are yet unnumbered, and as different in their size and varied in their appearance as countless for their multitude. Some are bare and rocky, others invested with verdure; some rise from the water with a green and gentle swell, others overhang it with a broken precipice. To a stranger who visits Lake George under a clear sky, and sails upon its surface when the morning or evening sun throws over it a slanting light, the place seems one of the most mild and beautiful on earth; but if he should have an opportunity to witness the solemnity with which a storm approaches, and the fury with which the elements often wage their war among these wild and desolate mountains, it will seem to have lost its originally character, and to present only the sublime and the terrible aspects of nature.

The opposite print may afford some idea of this charming scenery; but no exertion of art can produce anything fit to be called a resemblance of such a noble exhibition of the grand and beautiful features of creation.

Crystals are found in many of the islands; but there is one which has been particularly famous for yielding them, as circumstances have formerly brought it more under the observation of strangers. An aquatic excursion among the islands and along the various points of the shore, particularly if the weather be as fine as it often is, may be recommended to every traveller of taste or science, as well worthy his regard. The Geology and botany of the vicinity, the pleasures of shooting and fishing, combined with the peculiar charms of the scenery, which are redoubled by the different points of view—all these are ready, to attract the mind that seeks mere recreation, or to furnish the superior enjoyments of science and taste.

LAKE GEORGE,

Peter Munnick del.



Geology.

Among the most interesting minerals found here, are the crystals of quartz, dove-coloured marble, epidote, feldspar, hematite, plumbago, &c. &c. Magnetic iron is found at Crown Point.

Fort George commands the finest view of the Lake itself, overlooking it for an extent of fourteen miles, together with the North-West Bay, a range of mountains for 25 miles, and six islands. *Mount Putnam*, on the end of the peninsula, is seen in the back ground, and *Shelving Rock* projects into the lake from the eastern side.

The view from *Sabbath-day Point* is not equal to the others; but the two mountains known by the name of Anthony's nose and Rodgers' Rock are prominent objects. The latter derives its name from a Major Rogers, who was attacked here by a party of Indians in the Revolutionary war. He escaped, with a small part of his company, by passing secretly down a narrow valley on the south side, about 150 yards from the precipice which looks upon the lake, the Indians supposing he had fallen from the rocks.

This beautiful Lake was first named Lake Sacrament by the French, as it is said, either because the water was used by the priests to supply their founts, or because its purity rendered it peculiarly fit for that purpose. The transparency of the water seems to add a richness to the place.

There is hardly a region in the world where the din and bustle of military operations would seem more entirely opposed to the character and impression of the natural scenery than at Lake George. The lofty amphitheatre of mountains which surround it, raise their heads to a sublime elevation, as if to seclude the place from the notice of the world, and to contain within its bounds the calm enjoyments of the few who tread its romantic shores. But even in this far and still retreat, War has often intruded with her thrilling trumpet and her flashing steel; and though the pure lake long since has lost the hue of her crimson currents, the traces of her iron footsteps will long remain upon the sloping margin.

Although Lake George, in ancient times, lay between the hostile tribes of the Five Nations and the Arondi-

acks, who waged long and bitter war before the country was ever visited by our European ancestors, tradition has nothing to tell us of deeds of renown, which fancy loves to suggest may have been performed on its waters. The first martial scene which history relates of this vicinity took place in 1609, (the year before the discovery of the North River by Henry Hudson,) when Monsieur Champlain, in exploring the country, met a party of Iroquoise, or Indians of the Five Nations, on the borders of this lake, and put them to flight with the sound of his fire arms, before that period unheard by those brave but simple warriors.

BATTLE OF LAKE GEORGE.

In 1755, the year after the commencement of what we call the "*Old French War*," 3000 men were sent out from France to Quebec, for the purpose of taking Oswego Fort. This was situated at the mouth of Oswego or Onondago river, and on the shore of Lake Ontario. The position derived its consequence from circumstances which no longer exist: The Indian trade from up the Lakes, the facility of communication with the Five Nations through this place, and the peculiar nature of the shores of Lake Ontario, which would not permit canoe navigation on the other side. There the two great branches of Indian trade concentrated; and the nation which held possession of the point must necessarily sway a great influence over the Indians themselves: an advantage frequently of still greater importance to the country. Oswego Fort naturally became an object to both the French and the English at that time, and it formed a prominent figure in the history of the war. Being in quiet possession of the little fortress at the commencement of hostilities, its defence might doubtless have been easily secured, had their operations been conducted with common prudence and energy. Unfortunately they were conducted in a very different manner; and whoever would see a clear and able history of the first English expeditions in that war, and of the political party spirit which then ruled in this country and rendered them worse than ineffectual, is referred to "*A Letter to a Lord*," written soon after

In 1755 Gen. Johnson, (afterwards Sir William,) marched to the south end of Lake George with a considerable number of men, joined by the famous Capt. Hendrick, with many Indians of the Five Nations, intending to take Fort Frederick, now Crown Point. Gen. Dieskau was sent to oppose him, with 3000 men, principally taken from a body of French troops sent out to Quebec, 600 of whom had fallen into the hands of Admiral Boscawen at sea. Dieskau had first designed to besiege Fort Oswego. At Fort Frederick or Crown Point, he remained some time, and then determined to go and meet the English. He therefore went up the South Bay, where learning the situation of Fort Lyman, (now Fort Edward,) he wished to attack it and cut off the retreat of Gen. Johnson. The Indians and Canadians, however, were in dread of the cannon with which it was supposed to be defended, and he was obliged to march against Johnson.

Sunday, Sept. 7th, at midnight, a scout brought Johnson intelligence that Dieskau was coming. 1200 men were sent out in the morning, under the command of Col. Ephraim Williams, who met them at Rocky Brook, drawn up in a semicircle, into which the English entered before they knew it. A heavy fire from three sides first showed them the position of their enemies. The English stood their ground valiantly; but Col. Williams and Hendrick being both shot down, together with many others, they were obliged to begin their retreat, which was conducted by Col. Whiting with the greatest coolness and success.

The centre of the English army was posted on the hill where Fort George now stands, and the French were discovered by them at half past 11. Dieskau halted at the sight of his enemies, probably entertaining some mistaken idea of the strength of their position, and gave them time to recover from their panic. The ground on both sides of the English camp was marshy and covered with trees, and Dieskau sent his Indians out on the right flank and the Canadians on the left to surround them. Col. Pomeroy however soon put the former to flight with a few cannon shots. Dieskau then brought up his troops in front and made them fire by platoons, with very little

effect. Gen. Johnson, (happily for his own troops,) was slightly wounded in the thigh, and had to walk back to his tent, leaving the command with Gen. Lyman. He directed the defence for five hours, aided by Capt. Eyre's artillery; when the French turned upon the English right, which consisted of Ruggles's, Pomeroy's and Titcomb's regiments, and extended from the road to where Fort Wm. Henry was afterwards built. Here they fought an hour, but the English and Indians charging them, they took to flight and many were killed. Gen. Dieskau himself was found leaning against a stump wounded—a soldier approaching saw him put his hand to his waist, to take out his watch which he intended to offer to him, and supposing he was drawing a pistol, shot him through the thigh. He was carried to the fort by eight men in a blanket, and it is said deterred Johnson from ordering a pursuit, by saying he had a strong force near at hand. Gen. Lyman urged to follow up their victory; but that was probably a sufficient reason for its being refused by a superior officer, who looked upon his light talents with jealousy, and, in spite of the advantage the country had derived from his services, at a time when they were peculiarly valuable, did not even mention the name of Gen. Lyman in his account of the battle!—Johnson was made a Baronet, and Lyman lingered out a few years in poverty and disappointment, and died without receiving even the notice of the British government.

The English are said to have lost only 216 in killed and 96 wounded. Gen. Dieskau estimated his own loss at 1000—the English called it much less. The principal were a Maj. General, and M. de St. Pierre the commander of the Indians. The French lost their baggage during the action, left two miles in their rear, it being attacked by Captains Folsom and McGinnies with about 100 New-York troops; who then lay in wait for the retreating French, and killed great numbers of them.

Gen Johnson might have taken Crown Point; but he delayed so long, that the French advanced to Ticonderoga and there fortified themselves securely.

But the Battle of Lake George is not the only nor the most sanguinary scene of former times which the traveller has to trace on this sadly interesting spot. The histo-

ry of the French War recites a melancholy tale of blood shed here, only two years afterwards, in

THE CAPTURE AND MASSACRE OF FORT WILLIAM HENRY.

So different was the state of the country sixty years ago, and so much in its infancy was the art of war in these wild regions, that a small work of earth thrown up on this site and called Fort Wm. Henry was regarded as a fortress of considerable strength and consequence. It is indeed far overlooked by the neighbouring high ground, but probably the difficulty of dragging cannon over rocks and hills covered with forests was then considered a sufficient obstacle to its performance, and probably for this reason Oswego fort was built in a similar situation and left so till taken by the French.

In 1757 the Earl of Loudon, British commander in Chief in America, made an unsuccessful attempt by sea against Louisburgh; and before his return to New York in August, the French from Ticonderoga under the Marquis de Montcalm, had made three attacks on Fort Wm. Henry. On the 1st of August they set out again, and landed at Frenchman's point. On the evening of the 2d they crossed to the west side of Lake George, within two miles of the fort, and the next morning sent in their summons. Col. Monroe defended himself resolutely for six days, hoping relief from Col. Webb and his 6000 men at Fort Edward; but having waited in vain, and burst ten of his largest cannon, he was obliged to surrender, and marched out with the honours of war and an assurance of being protected from the Indians in Montcalm's army.

He had gone but a little way however, when the savages fell upon his troops and butchered about 1500, men, women and children. "I was a little child," says Dr. Dwight, "when it took place, and distinctly remember the strong emotions which it every where excited, and which hitherto time has not been able to efface. From that time to the present it has been emphatically known by the appellation of the Massacre at Fort William Henry."

Gen. Webb's conduct was most inhuman. The pro-

vincial troops were kept under arms for one whole day after the news of the siege arrived at Fort Edward, and Sir Wm. Johnson was very desirous to march with them, to its relief; but Webb ordered them back to their quarters, and sent a messenger to Col. Monroe advising him to surrender.

ATTACK ON FORT TICONDEROGA.

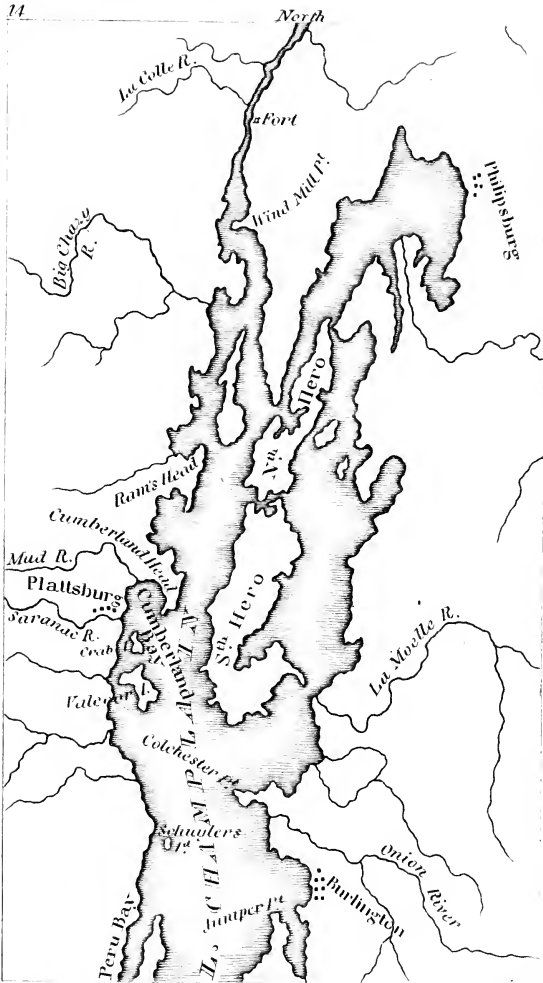
The south end of Lake George was the scene of a splendid embarkation on the 4th of July of the following year, [1758,] when 10,000 provincial troops and 6 or 7000 regulars assembled at this place to proceed against Ticonderoga.* 1035 boats were drawn up to the shore one clear delightful summer morning, and were speedily filled with this powerful army, excepting only a small body left with the baggage. Success was confidently expected, and the appearance of the train was more like that of a triumphal return from war. The boats were decorated with gaudy streamers, and the oars moved to martial music.

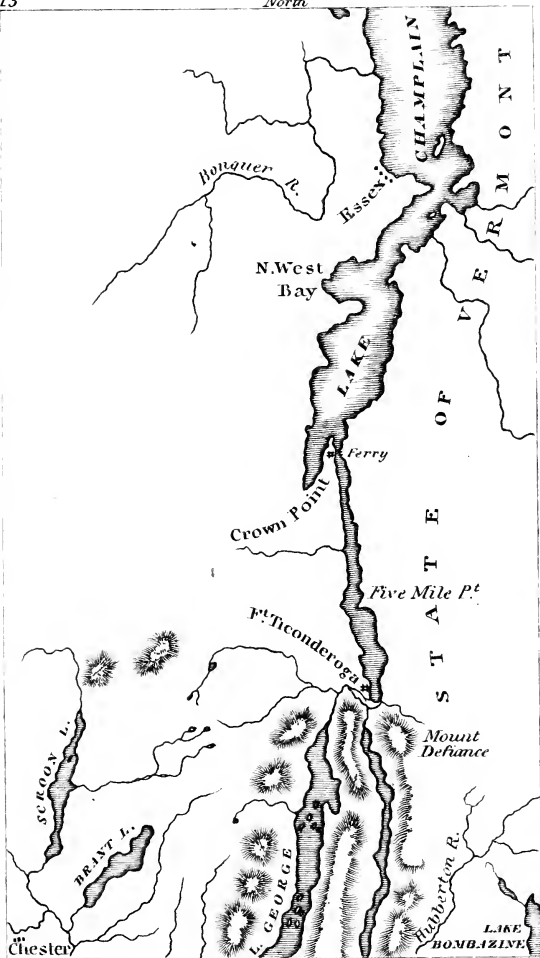
The traveller will follow their route in the steam boat for which see beyond, page 129.

They landed at the north end of the lake on the following morning, and were ordered to march on in four columns. The obstructions of the forest however, soon broke their ranks; when Lord Howe and his centre column falling in with the enemy's advance guard, who were on their retreat and bewildered, was attacked with a sudden war whoop and immediately killed. The provincials were accustomed to the woods, and drove back their enemies, killing about 300, and taking 148 prisoners, and all returned to the landing. In the morning Col. Bradstreet took possession of the mill at the great falls on the river, and the army were soon brought up to the French lines, which were thrown up across the isthmus and not finished. This intrenchment is still to be seen in tolerable preservation. It had two redoubts, and a deep abattis, and is said to have been 8 or 9 feet high,

* Lord Howe who accompanied this expedition was a young nobleman of amiable disposition and the most prepossessing maners, and was almost idolized by the army, as well as admired and loved by the country.







though that seems improbable. The attack was vigorous and the defence obstinate. The battle continued four hours, during which the English were repulsed three times. A cannon or two on Mount Defiance would have cleared the peninsula. The Highland regiment distinguished itself, and suffered severely. The English loss, in all, was 1944, principally regulars; the French very trifling, although they are said not to have imagined the defence possible. Their force is so differently stated that it is not easy to decide whether it was 1200 or 6000. Notwithstanding his superiority of force, Abercrombie shamefully ordered a retreat; and thus terminated the operations of the year.

The scene presented to the stranger on this spot is of a character strongly contrasted with the tumultuous military deeds which have rendered it famous. The neighbouring mountains, indeed, are almost as wild and solitary as they were at that time; but the hand of cultivation has been gradually levelling the forest that once covered the valley, and taught the level fields the smile of fertility and peace. The old embankment may still be traced quite across the isthmus, and the visitor may easily fancy he discovers points where the attacks of the assailants were most furiously directed; but no tradition, it is believed has been found, to assist the imagination, by pointing out any particular spot as the scene of an individual's triumph or fall.

On entering the farm of Mr. William F. Pell of New York, which includes the rest of the peninsula, the eye is immediately struck with the regularity of the ground, which, for an extent of 640 acres, seems worthy to be selected for a parade; and every one must reflect with a new interest on the deeds of arms which have been performed on this beautiful plain. The stillness which usually pervades the place, combined with the idea of seclusion and loneliness produced by the surrounding mountains, naturally disposes the mind to a kind of romantic musing, which awakens at once the excitement, and the ardour of battle, keeping out of sight all sober reflections on the real merits of the cause, as well as the waste of blood and the bitterness of private sufferings, and throwing upon the scene the gaiety and brilliancy of a tournament. There are few sites in our country

that can be compared with this for a combination of natural and moral interest. It is true, that the deeds with which it is connected cannot boast of the antiquity which unigles with Eupropean scenes; for their history is far older than even our most reverend traditions; but here we contemplate the events of a past generation, among circumstances widely different, and when the interests of that period, no less than the individuals themselves, have long disappeared, and are revived only by the aid of imagination.

But Ticonderoga is celebrated for other and more recent events than those of the French war. At the commencement of the revolution, this fortress, with that of Crown Point, was surprised by Colonels Allen and Arnold in May, 1775, and held by the United States until taken by General Burgoyne in 1777.

The sketch which has been already given of his expedition need not be here repeated. Ticonderoga had been considerably strengthened by new works, and the country placed great confidence in its strength, as well as in the ability of General St. Clair, who was placed in the command. The fortress was invested on the 1st and 2d of July. On the 4th the British had taken a post on the summit of Mount Defiance, which rises within 1400 yards of the peninsula, and so entirely commands it as to render any further defence utterly hopeless. The following night therefore, General St. Clair blew up the fortress, evacuated Ticonderoga, and proceeded down Lake George, leaving this key of the country in the enemies' hands, and spreading terror and dismay by his precipitate retreat.

The last period of importance in the history of this place, is the recovery of it by General Arnold, who took it by surprise in October, 1777, after the defeat of Burgoyne. The fortress still wears a formidable appearance, having been built after the European fashion prevalent in those days, and presenting a great display of massive stone-work, from the foundation to the summit. The elevation which it occupies is commanding when viewed from the water, and the marks of fire which still remain on the ruins, add to its venerable aspect. The subterranean magazines are in good preservation, with store-

houses and kitchens, likewise under ground. The covered ways and advanced works are also substantially built of stone ; and the main building will be viewed as a curiosity by those who are not familiar with large military edifices. The south gate is in pretty good preservation, and is that by which Arnold entered when he surprised the garrison.

On the shore below is an old stone store house. Across the river is an inn; and those who are willing to undertake the ascent of Mount Defiance will find there the remains of the British battery. The rocks on the peninsula are black limestone.

STEAM-BOAT ON LAKE GEORGE.

The steam-boat leaves Caldwell at 7 A. M. Tuesdays and Saturdays, for Ticonderoga ; and returns on the same days, leaving Ticonderoga at 2 P. M.

STEAM-BOAT ON LAKE CHAMPLAIN.

This boat leaves Whitehall Thursdays and Saturdays at 2 P. M. for St. John's, and stops at the following places :

Ticonderoga, - - - -	24 m.	price \$1 50
Crown Point, - - - -	15	" 1 00
Basin Harbour, - - - -	12	" 0 50
Essex, - - - - -	10	" 0 50
Burlington, - - - - -	14	" 0 50
Port Kent, - - - - -	16	" 0 50
Plattsburgh, - - - - -	8	" 0 50
Chazy, - - - - -	15	" 1 00
Champlain, Rouse's Point,	12	" 0 50
St. John's in Lower Canada,	24	" 1 50
	<hr/> 150	<hr/> 8 00

It leaves St. John's Mondays and Fridays, at 8 A. M.

REMARKS.

Although many travellers will proceed up lake Cham-

plain from this place, and pursue their journey to Montreal, yet the greater portion will make this the northern point of their journey, and return to the Springs. For the convenience of both, we shall therefore first describe the principal objects and scenes along *the road to Saratoga*, following the circuit of the Hudson. Afterwards, (and a few pages beyond this place,) we shall begin the route *from Whitehall to Montreal*, after a brief sketch of the direct road from the river to the former of these two places.

RETURN FROM LAKE GEORGE TO THE SPRINGS.

BLOODY POND, 4 miles, where the soldiers were thrown in, who were killed in the action between Gen. Dieskau and Col. Williams. See page 118.

ROCKY BROOK, the place of that action.

GLENN'S FALLS. 6 miles further. See page 116.

The unvarying and uninteresting character of the road from this place to Saratoga, spoken of already, may plead as a second reason for choosing the route by the river, which is rendered unusually interesting by passing Baker's Fall's, Fort Edward, Fort Miller, and the field of Gen. Burgoyne's surrender, besides running for some miles by the side of the Champlain Canal. It also passes near the canal cut for a feeder to this great Canal.

SANDY HILL. 3 miles.

The village of Sandy Hill has a thriving aspect and contains some very good houses. Like almost all other places upon and near the canals, it already feels some of the good effects of an increased demand for the produce of the country, and a more extensive distribution of the manufactures of distant parts of the United States and of the world. See page 116.

BAKER'S FALLS

are worthy of particular attention, and are seen to great advantage from some parts of the bank. The whole descent of the river at this place is about 75 feet, but

does not offer so imposing a spectacle at any point as Glenn's Falls. The finest view is from the bank below.

FORT MILLER.

This place is mentioned here, because it could not be conveniently introduced before. The village still retains the name of a fort erected on the west side of the river, in former times. It was a work of insignificant size, situated on the bank of the river, and near

MILLER'S FALLS.

The descent of the river here is rapid, and over a broken channel. The falls were formerly considered impassable with safety, until General Putnam performed it while stationed at Fort Miller, in the French war. Had danger and difficulty not been supposed to attend the enterprise, Putnam would hardly have embarked in it. When his country commanded not his exertions, some degree of danger was necessary to stimulate his gigantic spirit; and many a scene like this bears a tradition of that hardy warrior, who would grapple with nature itself when she opposed his way, and whose life is destined to be long the favourite model of old revolutionary times, at the fire-sides of New-England. He is an unique and consistent character—at the Horse-Neck precipice, in the cave of the wolf, at Bunker Hill, and in the midnight meeting with Prescott—he was Putnam every where.

THE GREAT DAM.

Between Baker's Falls and Fort Edward, a large and expensive dam has been built across the river, and a canal cut along the bank to open a passage for boats. The dam is 900 feet long.

FORT EDWARD.

This village was built in the neighbourhood of a fort raised during the war of 1755 for the defence of this

point of the river. It was first called Fort Lyman, after General Lyman, of whom we have already had occasion to make honourable mention at Lake George. This spot was formerly called the First Carrying Place, being the point where, in the expeditions against Canada, the troops, stores, &c. were landed and taken by land to Wood Creek, a distance of 12 miles, where they were again embarked. The boats which had served for the transportation from Albany, were frequently taken up and transported in their turn, particularly the birch canoes, which were provided in great numbers for the expedition undertaken in 1711.

[For some details concerning this expedition, see "*the Private Journal of the Rev. Mr. Buckingham.*" This little remnant of antiquity has been lately published in New-York, with "*Madam Knight's Diary of a Journey from Boston to New York in 1704.*" They both contain a picture of the country which contrasts most surprisingly with its present aspect.]

THE CHAMPLAIN CANAL

leaves the Hudson River at this place, following nearly the course formerly taken to the "*Second Carrying Place*" at Fort Anne. Here passes the Stage Coach for Whitehall.

There is a regular packet boat plying to that place on the canal.

Below Fort Edward, the river is used as a continuation of the canal for 8 miles, to Miller's falls, where a dam is built across to raise the water sufficiently for boats.

The remains of the Fort are to be seen, and its size and figure can be easily traced. It was once in imminent danger of capture, by Gen. Dieskau, but preserved by the unexpected circumstance of the panic which seized many of his troops on the report that it was defended by cannon. It was then the only bulwark and salvation of the country from the evils of invasion. In 1777 it was taken by Gen. Burgoyne, and just before that event, occurred,

THE MURDER OF MISS MC. CREA.

This melancholly tale is calculated to affect the feelings with more deep and unmingled regret, than that of any other of those hundreds and thousands of individuals who at different periods have stained these fatal regions with their blood. It is not intended that the sufferings of Miss Mc Crea were unexampled, but that her history and her fate have been published in detail, and that the circumstances in which the country then was, made it appear but the forerunner of unbounded atrocities.

Miss Mc Crea lived in the village of Fort Edward.— In the revolutionary war, a young man named Jones, to whom she was betrothed, having attached himself to the English cause and joined their forces in Canada, was invested with a captain's command in Gen. Burgoyne's army. After the retreat of the Americans from the Lake, and while the British were approaching, he sent a party of Indians to Fort Edward to bring his intended bride to him, that he might secure her safety. She was very unwilling to leave her father's house, and hesitated some time before she consented to his request. She at length however set out to join her lover, and proceeded with her savage conductors on the road towards Fort Anne. They had gone only half a mile when the Indians stopped to drink at a spring which still flows by the way side; and while here were met by another party of Indians despatched to hasten them on. Those who came last imagining that they had a right to undertake the convoy of the lady, as well to receive the reward which might be expected on her safe arrival, attempted to take her under their charge; but the others, being determined not to give her up alive, bound her to a tree that is yet standing near the spring, and shot her dead with their musket. Locks of her hair were borne to her lover, to prove that the Indians had performed what they considered their duty to their employer.

This story rang through the country; and it was reported that Gen. Burgoyne encouraged or at least permitted the murder. In indignant terms he denied the charge, and there appears no probability that he had

the least knowledge of it before it happened. He however was justly chargeable with a great offence against humanity in bringing tribes of savages in his train, whose barbarity he could never be sure of restraining if ever so much inclined to do it. With many persons in all parts of the country, the melancholy death of this unhappy young lady, raised a lively sentiment of horror against their enemies, and no doubt animated many a heart with a fresh spirit of resistance.

Captain Jones, the unfortunate lover, is said to have led a heart-broken life for a few years, and at length to have fallen a victim to melancholy and self reproach.—The impression of this event must have been permanent ; for the circumstances would neither permit him to doubt of her attachment, nor to forget that he was the cause of her sufferings.

JOURNEY TO WHITEHALL.

Those who are going to Canada will of course go to Whitehall and take the steam boat for Lake Champlain, of which some useful information will be found on page 136.

The first 12 miles are across the country by the Shortest route to Wood Creek.

FORT ANNE.

This was called the SECOND CARRYING PLACE, as we have before remarked, the troops and stores being formerly re-embarked, on the expeditions against Canada. The canal of course has rendered this expensive operation unnecessary ; and goods are now transported between Hudson River and Lake Champlain without difficulty or exposure, and at a very light expense.

From Fort Anne to Whitehall, the canal follows the course of Wood Creek, and the road runs for a considerable part of the way along its bank.

WHITEHALL.

Twelve miles by the canal ; eleven miles by the road. This village is situated at the extremity of East Bay, an arm of Lake Champlain. The Steam Boat leaves

here every Thursday and Saturday, for St. John's, on the way to Montreal, and stops at the following places:

Ticonderoga, - - 24m. price \$1 50

[See page 126 for a description and history of this fortress.]

Crown Point, - -	15	-	1
Basin Harbour, - -	12	-	50
Essex, - -	10	-	50
Burlington, - -	14	-	50
Port Kent, - -	16	-	50
Plattsburgh, - -	8	-	50
Chazy, - -	15	-	1
Champlain, (Rouse's Point.)	12	-	50
St. John's Lower Canada,	24	-	1 50
	<hr/>		<hr/>
	150		8 00

GEOLOGY.

The rocks here are principally Stratified Gneiss. In going up the lake they are succeeded by lime stone.

At Whitehall will be seen the hulks of the ships taken by Commodore Mc Donough from Captain Downey, on Lake Champlain, during the late war with Great Britain.

Here was burnt, during the revolutionary war the flotilla collected for the attack of Montreal.

[The traveller may pursue his way along the course of the lake by land, as there is a stage road. The country is romantic, and the soil fertile and well cultivated; but the Lake will hardly be seen at all, and the fatigue is of course much greater than in the steam boat. The latter mode must therefore be recommended for pleasure and convenience; and the traveller may land at any of the points mentioned in the list of the route.]

ROADS TO CONNECTICUT RIVER.

There are roads with regular stage coaches established upon them, running from Castleton and Burlington to several points on Connecticut River, and either of them may be taken on the route to Boston. See page 113, and the Index.

Castleton.

This is a small town, but contains a medical academy of some importance.

Rutland

is a considerable village, like many of the Vermont towns, with a remarkable appearance of neatness and beauty.]

TICONDEROGA, 24 miles from *Whitchall*.

See Page 126.

CROWN POINT, 15 miles from *Ticonderoga*.

The sight of this place, or even a glance at the situation on the map, is sufficient to show its importance as a military post, in those periods when the country between Albany and Montreal was a wilderness, and no boundaries acknowledged between the two hostile people by whom they were inhabited.

This spot, from its natural position, acquired a degree of importance from the moment that the French began their voyages of discovery and of depredation up the Lakes. Indeed if history could refer to still earlier times, and recount the military affairs of the Aborigines before the arrival of Europeans, we should doubtless be able to associate many more interesting circumstances with this remarkable spot,

Crown Point was frequently occupied in the early wars between the French and English as a place of landing and embarkation, and consequently as a place of temporary encampment and delay. In the old journal of Mr. Buckingham, to which we have before referred, it is mentioned as the principal point against which the land expedition of 1711 was directed; but no regular fort was built on the spot until the year 1734 when the French determined to strengthen it in proportion to its importance.

Here General Dieskau remained some time before he

proceeded against General Johnson in 1755. In 1759 Crown Point and Ticonderoga fell into the hands of the English; and in 1775 both fortresses were surprized by the Americans, at the commencement of the revolutionary war. Two years after they both fell into the hands of General Burgoyne; and soon afterwards were surprised and taken by Colonels Allen and Arnold.

Every one who has an opportunity to visit the ruins of these fortresses, and the interesting scenery of the neighbouring country, must feel a peculiar gratification in tracing their history, and entering into the detail of the various scenes which have taken place around them. To such travellers it will be an agreeable piece of information to state that a gentleman of talent and research has made a most valuable collection of original documents relating to the French and revolutionary wars in this region, including field orders, surveys, &c. together with military maps and drawings, and facts collected with great industry and zeal, as well from other parts of the country as on the spot. There is much reason to hope that so valuable a collection of historical matter will not be long in appearing to the world. The author is General Hoyt of Deerfield, Massachusetts, the author of a very interesting work recently published; the history of the Indian Wars on Connecticut River.

BASIN HARBOUR *is 12 miles beyond.*

ESSEX, *10 miles.*

BURLINGTON. *14 miles*

This is a place of considerable size, and of a remarkably interesting appearance. Situated on the shore of Lake Champlain it enjoys many advantages from its neighbourhood; and is besides the seat of a College. Here will be found very good inns, and stage coaches travelling both East and South.

BURLINGTON COLLEGE

is an institution of considerable importance, and contained a large number of Students, when about two years ago it was unfortunately burnt to the ground. A plan has been already formed for reconstructing it on a rather larger scale. The two wings are to be begun

immediately, and the centre building will probably be constructed soon afterwards, to contain the chapel, recitation rooms, &c.

The journey from Burlington to Connecticut River abounds in some of the finest romantic scenery. It lies along the course of Onion River, and for some distance scarcely finds room to pass between the margin of the stream and the perpendicular rocks through which it has cut its way. The precipices rise on each side, and sometimes present a terrific appearance, with their overhanging rocks and gloomy shades. It will add to the interest of the scenery to recollect that the Indians used to pass this way in their canoes in going to Connecticut River for war and for trade.

This is a direct road to the White Mountains.

PLATTSBURGH. This bay was the scene of **Mc DONOUGH'S VICTORY** over Captain Downey, the trophies of which were pointed out at South Bay, in the hulks of the English vessels captured on the occasion. The forts are to be seen on the hill which overlooks the bay and surrounding country for a great distance.

The next place where the Steam Boat stops is the

AMERICAN CUSTOM HOUSE.

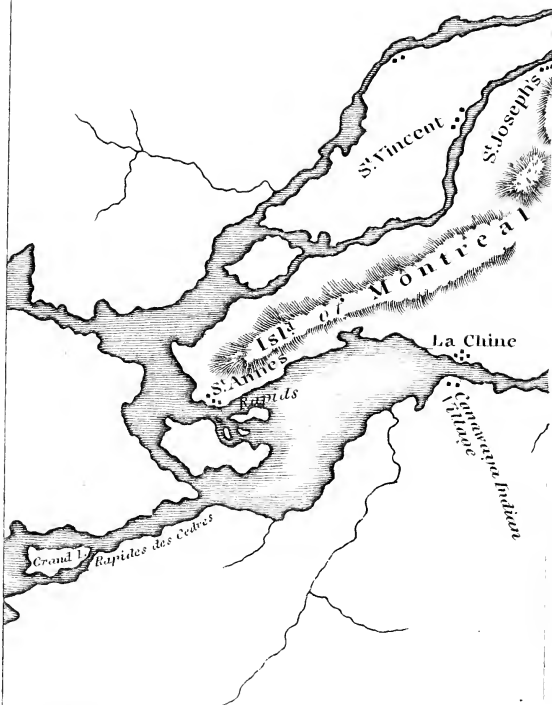
ROUSES'S POINT.

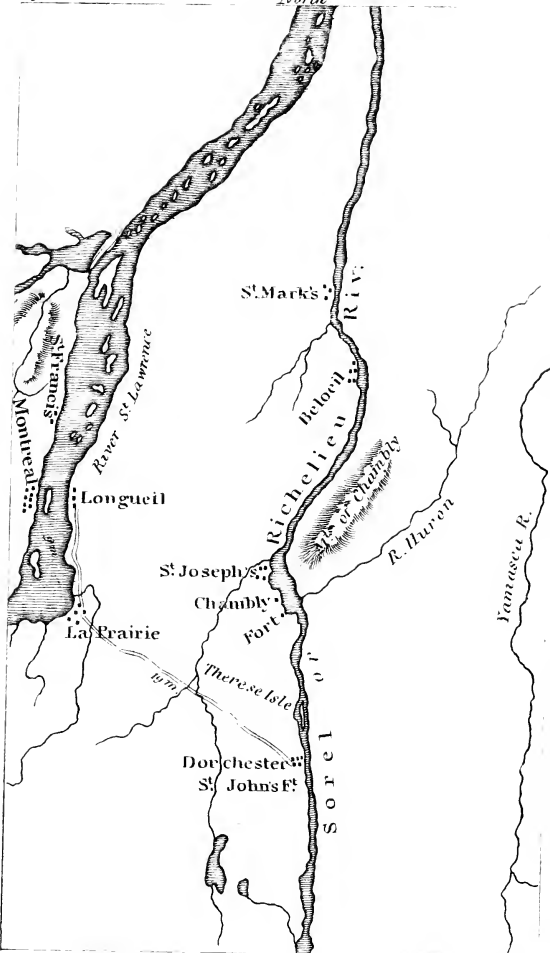
There will be seen a large Fort on the west side of the Sorel river which was built by the United States for the protection of this important frontier position. Since then the boundary between the two countries has been laid on the 45th degree of north latitude, and the point and the castle left in the Canadian territory.

Beyond this place, the traveller discovers nothing attractive in the appearance of the country for some distance, as it is but little raised above the level of the river, and of course very wet.

ISLE AUX NOIX, 9 m. from Rouse's Point.

Here General Schuyler remained in 1775, sick, while Gen. Montgomery took St. John's, Chambly, Montreal, Sorel and Trois Rivières.





ST. JOHN'S, 11 m. beyond,

is a village where will be seen the first British post. The long ranges of low buildings are barracks for soldiers. This is the termination of the journey by water; and stage coaches will be found in waiting to take the passengers from the steam boat to Montreal by land. The first part of the road is along the bank of the Sorel river.

Every thing the traveller now sees is calculated to remind him that he has entered a country of different people and different habits from those which prevail in the United States. If he speaks French he will find it very convenient, though by no means indispensable. Among the population, is a large share of the descendents of the old French inhabitants, particularly in the country; but there are villages peopled from "the States," and in Montreal particularly most persons he meets will understand English.

LA PRAIRIE, 12 m.

Here the coaches stop for the night.

CHAMBLY

is the next town where is an old fort, taken by Gen. Montgomery. LONGUEIL. from this place is the first view of Montreal. That city presents a close mass of stone buildings, over which appear several church towers covered with tin, which gives them a peculiar brilliancy even at a great distance. The town extends 3 miles along the river, and 1 mile back, occupying the rising bank and an elevation behind. The city is backed by a mountain, 550 feet high; and in front of it spreads out the river St. Lawrence, more than two miles in breadth, presenting a succession of rapids and numerous islands of different sizes; while the shore below is ornamented with cultivated fields and the country seats of many gentlemen.

THE ISLAND OF ST. HELENA,

is seen to great advantage in crossing the river. It is large and makes a conspicuous figure, rising beautifully from the river. A fine building will be seen on the southern side, which is that of the Marquis Lon ueil.

On the other side the road commands a fine view of the city, which from an elevation presents a most striking appearance, with the broad expanse of water below and the extensive plains which bound it on the south.

MONTREAL.

One of the principal streets in the city is *the street of St Paul*, which runs parallel to the river at a little distance from it. Here will be seen a variety of shops and stores, and a busy crowd continually passing along. The street of Notre Dame is the next large street running parallel to this, and have the air of much more retirement and gentility, being the residence of the wealthy and fashionable. The other streets are generally narrow and dark, except a few of the new ones. The whole appearance of the city is substantial and permanent, the houses being all built of stone, and presenting it is said, the aspect of many places in Europe. There are many quaint ornaments introduced upon the walls by means of paint, and to make a still greater variety, some are constructed of rough stone, and others covered with cement. The doors and windows are very generally guarded with sheet iron, bars and grates, and nets of wire; and the roofs are secured against fire with tin.

HISTORY.

The neighbourhood of this place, according to tradition, was once the residence of the Five Nations of Indians; and hence they were driven to the state of New York by their enemies the Arodiacks, who afterwards occupied it themselves. Jaques Cartier selected the spot for a town about 1635, and the building of it was begun in 1640, under the name of St. Marie. Montreal continued in the hands of the French after the cap-

ture of Quebec by Gen. Wolfe in 1759, and the next year an unsuccessful expedition was undertaken from this city for its recovery. In September Gen. Amherst made his approach from Lake Ontario with more than 10,000 men; and having with wonderful skill, and good fortune landed on the 6th at La Chine, and being joined by Gen. Haviland from Lake Champlain and Gen. Murry from Quebec, entered Montreal on the 8th without opposition, and thus completed the conquest of Canada.

FROM MONTREAL TO NIAGARA FALLS.

The Lake Ontario Steam Boat goes between Sacket's Harbour and Niagara.

The whole route from Montreal to the cataract of Niagara here follows. 392 miles.

La Chine,	7 m.
<i>Here is a Canal.</i>	
St. Regis,	53
[See " <i>Caughnawaga Indians</i> ," just beyond.]	
Hamilton,	35
Gallop Islands,	19
Ogdensburgh,	6
Morris Town,	12
Cape Vincent,	50
Sacket's Harbour,	20
Oswego River,	40
Great Sodus Bay,	28
Genesee River,	35
Fort Niagara,	74
Lewiston,	7 (see page 45)
Niagara Falls,	7 (see page 47)

LAKE ONTARIO.

The following is an estimate of the quantity of water contained in the Lakes Ontario and Erie.

Medium depth.	Area sq. feet.	Solid contents in feet.
Ontario - 492	200,000 millions.	98 billions.
Erie - - 120	418 do	50 do

THE CAUGHNAWAGA INDIANS.

Who in habit the village of St. Regis, were collected there many years ago by the French priests, and adopted the habits enjoined by the Roman Catholic system. They were formerly very serviceable to the French in their frequent and blood excursions against the colonists of New-England, not only acting as guides to their expeditions, but attending them as warriors. The frontier posts of New-Hampshire and Massachusetts suffered too often and too severely from their attacks to endure them with patience: and they consequently used all their exertions in the wars against Canada. Times and circumstances are however since so materially altered, that the discendants of those very Indians have neither motive nor disposition to bloodshed.

Indian Longevity.—"Within these last eight years," says the Canada Spectator, "there have died in the village of Cognawaga, ten Indians, each of them past an hundred years of age.—Some days ago, the curate buried a woman aged 166. There is now living a squaw, who has her descendants to the fifth generation: in other words the child has now living, her mother, grandmother, grandmother's mother and grandmother's grandmother."

At the commencement of the Revolutionary war, the congress issued an address to the inhabitants of Canada, and troops were sent to take possession, of the country. Col. Warner defeated Governor Carlton at Longueuil, and Montreal was occupied by Gen. Montgomery Nov. 15th 1775. After the unsuccessful attempt on Quebec, and the death of that General, this city was evacuated by the Americans.

EXCURSION TO THE MOUNTAIN.

The Mountain of Montreal, rises a little behind the city, to the height of 550 feet and commands a view worthy the attention of every traveller who has taste and strength enough to undertake a somewhat arduous ascent. In going up, several fine seats will be observed, among which that of the Hon. McGillivray and the unfinished one of Mr. McTavish, make a conspicuous figure. The

river St. Lawrence is seen above and below for a distance of 40 or 50 miles, and the rapids and islands which appear in great numbers, afford a very agreeable life and variety to its surface. On both sides is an extensive fertile tract of level ground, and towards the United States the view is remarkable fine, being interrupted by only a few eminences, such as the mountains of Chambly, Belœil, &c and reaching quite to the horizon, except where it is bounded by the blue and distant summits of some of the Green mountains and some in the State of New York. The Ottawa, or Grand river runs between the island of Montreal and the main.

The monument and Tomb of Mr. McTavish, are seen near the summit of the mountain.

NOTE. *Water.* The Traveller should be on his guard against the water of this vicinity. Those not accustomed to it usually experience very unpleasant effects from the chemical salts it contains. It is said that boiling removes its unwholesome qualities.

GEOLOGY.

The level ground lies on a flat dark coloured fetid lime rock, containing animal remains. Some distance up the mountain it is succeeded by a kind of slate, with veins of trap. Near the top is limestone in slanting strata, and above that hornblende with crystals of augite. Near the town is crystalline limestone, with animal remains—very uncommon.

JOURNEY TO QUEBEC, 170 miles.

CHAMBLY, 15 miles.

ST. JOHN'S 12 miles.

Here the traveller takes a steam-boat for Quebec.

ISLE AUX NOIX.

SOREL VILLAGE.

Here a fort was built in 1665 by Monsieur de Tracy, when meditating plans against the colonies.

TROIS RIVIERES.

is half way to Quebec. It contains about 2500 inhabitants.

The Rapids of Richelieu

have something a little formidable in their appearance, but the passage of the river at this place is performed without danger.

CAPE ROUGE,

7 miles from Quebec. Here the banks of the St. Lawrence begin to acquire a considerable elevation; and they continue to rise until they present the lofty precipices of Quebec, which suddenly make their appearance in front, though the city is almost concealed until the traveller approaches very near.

CHAUDIERE RIVER, 1 m. below.

From this place the view becomes more interesting. Two old towers are seen on the bluff where Quebec is situated, which are 340 feet above the river.

SILLERY RIVER, 4 m.

Near this was the place where the French from Montreal and the British forces had a severe battle after General Wolfe's capture of Quebec.

WOLFE'S COVE. This is the spot where General Wolfe landed his troops in the night, in the year 1759; and up these rocks they climbed to the heights above, where they gained the battle which decided the fate of the city. The point of the promontory on which Quebec stands, is Cape Diamond, and on it is built the fortress of the city.

Point Levi is the high bluff seen opposite, on the south east side of the river. A melancholy accident occurred there last February, [1825.] A poor man, by the name

of Rougon, inhabited with his family, a small hut built of plank at the foot of the precipice. A huge mass of snow which had accumulated on the height above, rolled down with great force, taking the building in its way, and entirely overwhelmed it, crushing to death several of the inmates. The man, his wife and three children were all destroyed. Those who escaped from immediate death losing their lives by exposure to the severity of the weather.

QUEBEC.

THE LOWER TOWN lies a little raised above the level of the water, and runs round the rock, which rises so abruptly above, that nothing of the Upper Town can be seen. The Bay is large and fine, bounded by bold shores, which seem almost to enclose it. The island of Orleans appears four miles down the river. While approaching the city, on the left hand the spectator sees a wide and beautiful extent of country, gently rising from the shore; charmingly varied with cultivated fields and numerous country seats as well as towns and villages, all as white as marble, accompanying the road down the river, and pursuing the graceful bend of its course. One of the principal objects which strike the eye in the Upper Town, is the Castle of St. Louis, formerly a fortress but now a palace, where the Governor of Quebec resides. It stands on the very edge of the precipice high above, and overhangs the Lower Town with its immense stone walls, 162 feet in length, 45 in breadth, and five stories high.

The ascent to the upper town from this side is by the Mountain street.

The entrance into the lower town is through the Prescott Gate, which is of great size. The *Barracks* were originally a Jesuits' College, and like every thing else to be seen has the aspect of a foreign country. The Cathedral is large and has a solemn and impressive effect. A plan has been formed for erecting a much more magnificent one in its place, of much greater size and beauty. Future editions of this work may furnish a description of it, if it is ever completed.

There are several agreeable excursions to be made from Quebec, to which the following descriptions may

serve as a key. The common vehicle used on such an occasion, is the Canada Calash, which although of a rude construction, drawn by a small horse and driven by a Frenchman, will be found more comfortable and expeditious than its exterior would lead one to expect.

THE FALLS OF MONTMORENCY.

The road leads through the gate of St. John, and after leaving the buildings which crowd on either hand for some distance beyond, entering a fine tract of land, beautifully cultivated. On the left of the road is seen a large Nunnery.

Village of Beauport

This extends for a great distance along the road and is handsome both in situation and appearance, and commands a fine view of Quebec. The River Montmorency is just beyond. You cross a bridge to the other side, and follow the course of the current. The stream itself is not large, but within 300 yards of the St. Lawrence, where it pours its water down a precipice, below two immense walls of rock, the scenery assumes the most rough and frowning aspect, while the island of Orleans, lying in the St. Lawrence opposite its mouth, exhibits a charming, verdant slope, embellished with the softest beauties of cultivation and fertility. The contrast is delightful. The rocks on both sides are composed of dark coloured lime stone, based on masses of granite near the water's edge; and their sombre hue sets off the whiteness of the foaming cascade. The river pours over a rapid declivity just before it reaches the precipice, and then make a descent of 240 feet down a broken precipice. A broad semicircular basin lies below to receive it, where it all subsides to silence and tranquility. A handsome country house stands near the brow of the cataract. You may approach near the falls, and the beauty and sublimity of the scene are increased, by the noise of the water, and the rainbows in the spray, which are generally to be seen in a fine day.

THE SAW MILLS

are erected under the western bank. They are capable of cutting a great quantity of timber, and are carried by a stream of water brought away from above the falls.— They are owned by Mr. Patterson, who has erected piers in the St. Lawrence for the security of great quantities of lumber brought to this place on enormous rafts, and intended principally for exportation to England

BATTLE OF MONTMORENCY.

When Gen. Wolfe came to operate against Quebec in June 1759, he posted his army on the island of Orleans, while the fleet blockaded the port. At the end of that month Gen. Monckton was sent over to Point Levi, and established himself there, whence he was able to fire upon the city. Above the river Montmorency the landing was protected by the Marquis de Montcalm.— Gen. Wolfe landed his troops at the mouth of the Montmorency during the night of July 31st, and erected a battery on the precipice north east of the falls, the remains of which are to be seen. The French were entrenched along the opposite bank; and on the 31st of July Gen. Wolfe sent his troops to ford the Montmorency below the falls, to storm their works. Some of Gen. Monckton's force from Point Levi in crossing with boats got aground, and difficulty ensued; but the landing was made in the afternoon on the beach to the right of the saw mills. They came however too late: for the thirteen grenadier companies with 200 Americans, who had landed before, refused to wait or to form as had been intended in four columns, but marched tumultuously round the rock, and rushed up hill in a mass towards the French works, at some distance back from the old redoubt on the point, which had been deserted. A warm fire however was directed against them, which cut down about 500 men, and they were obliged to retreat to the redoubt, whence they were ordered back to the beach to form. The enterprize was however interrupted by a severe storm, and finally abandoned.

The British army afterwards went up the river in the fleet, and the Marquis Bougainville was sent with 1500

men to watch their movements. With wonderful skill and good fortune however Gen. Wolfe succeeded in baffling their vigilance, as well as that of all the centinels along the whole shore; but the scene of the event with which these movements was connected lies at a distance from the place where we now are; and it will be necessary to return to Quebec and visit the PLAINS OF ABRAHAM to retrace it with advantage.

THE CAPTURE OF QUEBEC.

At one o'clock in the night of September 12th 1769, Gen. Wolfe quietly transported his troops from the fleet into the boats, and cautiously passed down the river.—He intended to land two or three miles above Cape Diamond, and get possession of the heights of Abraham. But was drifted down so rapidly that he passed the place without discovering it, and then resolved to attempt a landing at Wolfe's Cove, just above the city. The shore is bold, and the rocks so high and steep, that only a few centinels were posted along the precipices and the margin. This desperate enterprise however did not discourage the leader or his troops, but an hour before day break they had effected their landing, and commenced the arduous ascent by a narrow, broken path, at the top of which was stationed a captain's guard. As fast as the English reached the summit they formed on the level plain.

At ten o'clock Montcalm arrived with his army, and a battle was fought which decided the fate of Canada. Montcalm stationed 1500 sharp shooters in front, but the British coolly stood their ground till the French were within 40 yards, when they opened their fire, and soon afterwards terminated the engagement with their bayonets. The place where the greatest carnage was made, is near the walls of Quebec, where the English left was closely engaged with the French right. The action lasted two hours, and in it both chiefs received their mortal wounds. Gen. Wolf was shot in two or three places and lay near a small granite rock which is still pointed out. When hardly any signs of life remained, news was brought that the day had declared for the British. Then," said he "I die content."

The Canadians themselves, have probably suffered little by the change of masters. "They have been allowed the free practice of their customs, manners, and rights; and there is so little intermixture even at this day, that but for the British uniform in the streets, and the British ships in the harbour, a stranger might imagine himself in the territories of his most Christian Majesty.

BATTLE OF SILLERY.

On the 28th April of the succeeding year, (1760,) the French and English had a bloody action at Sillery, three miles from the city. Monsieur Levi left Montreal with the intention of taking Quebec, and at that place was met by Gen. Murray, who fought him with inferior numbers, and obliged him to retreat after losing 1000 men. The French laid seige to Quebec, but an English squadron arrived very opportunely, and the enemy returned to Montreal.

ATTACK ON QUEBEC IN 1775.

Gen. Montgomery was sent against this important city by the American Congress, soon after the commencement of the Revolutionary War. Gen. Arnold joined him, and was appointed to attempt the northern side of the town, while Gen. Montgomery was to attack the southern. On the appearance of the latter the enemy retreated; and as he pursued, were wearied by passing round Cape Diamond among the slippery rocks. When he came near to the blockhouse he was obliged to delay a short time before his men could come up; and just as he was rushing on with two hundred to storm it, two or three Englishmen returned and fired one of the guns, which killed General Montgomery and two of his aids. Thus the expedition was defeated, and the Americans were finally obliged to retire.

In the year 1818 a vessel was sent to Quebec from New-York, to remove the remains of Gen. Montgomery, which were deposited in a vault in St. Paul's Church in that city, and a monument erected to his memory.

A line of fortification extends across the high grounds above the town. It is nearly a mile in extent, and very strong. A wall of solid masonry encircles the city, heavily loaded down with cannon; and all the defences of the place are constructed on a solid and mighty plan, worthy of a great European fortress.

THE CITADEL,

is at the southern end of the city on Cape Diamond, and occupies the highest ground in all that part of the peninsula, except the point called Ferguson's House. The highest of its batteries is named after General Brock. The citadel is not accessible to strangers.

GENERAL REMARKS.

The size and situation of Quebec naturally render it the great depot of the commerce of Canada. Placed on a noble river which forms a connection between the ocean and a chain of vast lakes, whose shores are becoming peopled and cultivated, notwithstanding the obstacles with which the channel is here and there encumbered, it would seem at first view as calculated to receive all the concentrated wealth of many thousands of miles; and the rocky precipices with which it is fortified by nature, formed to secure it against the most desperate attempts of a foe. But when it is recollected that the severity of the winter renders navigation entirely impracticable for several months in the year, and creates a thousand difficulties along the coasts from which more southern countries are exempt; above all when it is recollected that the communication lately effected between Lake Erie and Hudson River, opens a more safe and convenient passage to the ocean, it cannot be longer a matter of wonder that Quebec should exhibit so few signs of improvement, and that its commerce should bear so small a proportion to its apparent resources.

Still however the trade between the St. Lawrence and England is extensive, as a view of the harbour and its vicinity will abundantly attest. The navigation between Quebec and Montreal is greatly assisted by the

steam boat employed in towing vessels in the river. Three large schooners are devoted to the business. The lumber annually exported, supplying the English Navy, amounts to an immense sum ; and the trade with the Indians, employs a great capital and a great number of persons.

A CANAL TO THE BAY OF FUNDY

has been projected within a few months, by the Legislature of Canada. The route proposed is from Bay Verte, in the Gulf of St. Lawrence, to the most convenient point in the Bay of Fundy, which will open a direct communication with New Brunswick.

A STEAM COASTING SHIP

has also been proposed, to run between Quebec and Halifax, for freight and passengers, as well as for towing. The coast is said to abound in numerous ship harbours, and the various courses to be steered during the voyage, as well as the current of the river, offer strong inducements for adopting such a measure. It is said that a ship of 500 tons would be necessary. It would cost 10 or 12000 pounds.

JOURNEY FROM QUEBEC TO MONTREAL, 170 m.

To repeat a list of the most remarkable places on this route, in the order in which they will present themselves in going from Quebec, we begin with

WOLFE'S COVE

half a mile from the city, where Gen. Wolfe effected his landing, as already described.

SILLERY RIVER,

near the place of the battle of Sillery.

CHAUDIERE RIVER, 4 miles.

THE NORTHERN

CAPE ROUGE 1 mile.

Beyond this the land loses its remarkable elevation

THE RAPIDS OF RICHELIEU, 7 miles.

TROI RIVIERES.

SORREL VILLAGE.

ISLE AUX NOIX.

ST. JOHN'S.

The Lake Champlain Steam Boat goes from this place.

CHAMBLY.

MONTREAL.

LAKE CHAMPLAIN STEAM BOAT,

TO WHITE HALL, 160 miles.

La Prairie	-	-	9
St. John's	-	-	18
Isle aux Noix	-	-	14
Windmill Point	-	-	12
Plattsburgh	-	-	17
Burlington	-	-	18
Crown Point	-	-	30
Ticonderoga	-	-	15
White Hall	-	-	30
			<hr/>
			153

To ALBANY, *on the side of the Hudson,*

West Granville	-	11
East Granville	-	3
Hebron	-	9
Salem	-	8

Cambridge	-	-	16	
Pittstown	-	-	13	
Lansingburgh	-	-	10	
Troy	-	-	3	(see page 25)
Albany	-	-	6	(see page 19)

To ALBANY *on the west side of the Hudson.*

Fort Anne	-	-	—
Fort Edward	-	-	12

Here a Stage passes to Saratoga Springs.

Fort Miller	(see page 11)
Schuylersville	(see page 2)
Fort Hardy	(see page —)
British Lines	(see page 7)
Passing Bemis's Heights	
Stillwater	5 1-2
Borough	3
Waterford	10
Mohawk bridge	1 (see page —)

The route down the Hudson River need not be recapitulated, as the distances and places are marked on the maps.

The White Mountains and Winnipiseogee Lake are partially described for the convenience of such as may travel from the eastward to the Springs; and to those who may not have it in their power to visit both these places, one of them may be recommended as a journey that will produce the highest satisfaction.

APPENDIX.

THE ERIE CANAL.

While the former part of this volume was in the press, the canal Commissioners published their Annual Report, to the Legislature of the State of New York, which communicates much information calculated to interest those who travel in that part of the country.

The Completion and Opening of the whole Canal is expected to take place in September 1825.

That part of the Canal West of Brookport was not completed until the beginning of September 1824, when the water was let in, and boats began to ply as far west as Lockport, at the foot of the Mountain Ridge. One or two breaches occurred in the embankment, which occasioned temporary delay ; but that part of the canal fully gratified the expectations of the Commissioners in every material point. The only supplies of water to be obtained West of Genesee River are furnished by the Tonawanta and Oak Orchard Creeks, and they proved adequate to the purpose. The aqueduct of 38 culverts and 60 feet span on the part of the route, is substantially built of stone.

The following extracts from the Commissioners' Report, we arrange under their respective heads.

LOCKPORT.

“The combined Locks at the brow of the mountain, are nearly completed. This is a work of the first magni-

tude on the line, and one of the greatest of the kind in the world. The superior style in which it is executed—its situation at the brow of a perpendicular precipice of about 76 feet, overlooking a capacious natural basin, with banks upon each side of an altitude of more than one hundred feet, connected with the deep rock excavation, renders it one of the most interesting points on the Erie canal.

TONAWANTA CREEK.

“The towing path on the bank, and the dam across the Tonawanta creek, are finished. The lift lock, located in the side cut which connects the canal navigation with the Niagara river, is also completed: the guard lock on the west side of the Tonawanta creek is ready for use, and boats have been towed on twelve miles of the Tonawanta creek, and passed through the guard and lift locks into the Niagara river.”

[That part of the Canal from Tonawanta Creek by Black Rock to Buffalo creek is partly finished, and will be completed early in the season.]

BLACK ROCK.

[The Harbour will probably be finished as early as September. The *Sloop Lock* is almost fit for use, and the Dam from the Shore to Squaw Island is so far completed as to prevent the water from passing over. The embankment on Squaw Island is eight feet high, more than thirty feet broad at the base, and six at the top. The commissioners consider it more secure than the ordinary canal embankments. From the head of the island to the temporary dam there is 4180 feet of pier, three-fourths of which is filled with brush and stone. From the temporary dam to the first angle of the traverse pier, there is 3314 feet of pier filled in the same manner, and trenailed, but not finished. From this point, there is an open space of 1000 feet, part of which will form the traverse angle, stretching nearly at right angles with the stream. This, with about 600 feet of mole or pier, put

down in 1823, will form the whole work. The materials have been procured. The loss of the temporary dam, in October last, is supposed by the Commissioners to have been owing to its unfinished state. They pronounce it strong enough to resist all the pressure to which it ever can be exposed by the elevation of the surface within the harbour. They seem however to have omitted in their account to estimate the force of the waves of Lake Erie in a westerly storm, and the still more irresistible effects of the masses of ice, which are sometimes driven violently against the shore. Time however, will soon show whether their conclusions are reasonable or not.]

There is a little less than six inches difference in the level of the water in Buffalo creek and the Black Rock harbour.

The frost during the winter is found to produce most injury when the canal is empty; It is therefore intended to let the water remain in it until the opening of the spring, when it is to be drawn off for repairs.

The banks leaked less during the past year than ever before. The great *Irondequot Embankment* stood firm and tight: The other embankment near it however once showed some signs of weakness, and was strengthened, and is now considered quite safe.

STONE FACING.

The undulation produced by the passage boats, materially injures the banks, by constantly wearing away the earth; and it is recommended that they should be gradually faced with stone throughout the whole length of the canal. Ten or fifteen miles were secured in this manner during the last season, and the advantages of it were too evident to be neglected.

“Boats which move but two, or two and a half miles an hour, do but little injury to the banks; but when the velocity is increased to four miles an hour, as it is the case with packets, the accumulation of resistance and consequent disturbance of the water, is very great. This rapid motion of the packet boats creates an artificial wave, by which the banks of the canal in many places are seriously injured. It would perhaps be deemed a public calamity, to exclude from the use of the canals such boats as

are designed for the conveyance of passengers, or to prohibit them from moving at a rate of more than two and a half miles an hour. But with the present rates of toll (6 cents a mile) they do not indemnify the state for the injury which they occasion, and the toll upon them ought to be considerably augmented. A freight boat with 30 tons of merchandize, navigating 200 miles of the canal pays \$184; whilst a packet, under the present rates, pays but \$12 for the same distance; and the injury done by the packet is probably one hundred times greater."

[NOTE. *The packets now pay 20 cents a mile.*]

CANAL BRIDGES.

"The bridges which were built on the middle section on the plan first adopted, have been mostly altered and enlarged; and the remainder will undergo the same alteration during the present winter. The want of greater height in all the bridges has been made the subject of complaint with passengers in the packet boats; and they are indeed considerably lower than when first constructed, in consequence of the settling of the banks. It was intended that there should have been not less than eleven and a half feet space in all cases between the bottom of the canal, and the underside of the string pieces. This height allows of seven and a half feet above the surface of the water, and affords room for the passage of the largest boats. A greater elevation would have greatly increased the expense of banking and forming a road to ascend the bridges; and would also have added to the inconvenience of the farmer through whose grounds the canals have been constructed and for whose accommodation the greatest part of them have been built, and who is now obliged, in passing many of the bridges, to carry the ponderous and bulky productions of his farm over high, narrow and dangerous embankments. The insuperable difficulties, which opposed the construction of these bridges at an elevation sufficiently great to admit persons to pass under them without danger or inconvenience, on the decks of passage boats, produced suggestions at an early period from various quarters, of building them on the

moveable or retractile plan. The advantages of bridges of this description are, that they can be so constructed as to rest on the water, or at an elevation but little above it; and that they may be thrown across the canal and returned again by the strength of one man. And when not in use, they may be thrown out of the way. The objections to them are, that when in the use and thrown across the canal, they form a barrier which totally obstructs the passage of every boat. And although they may be placed out of the way, it is not probable that they always would be; but would be often in a situation to obstruct the navigation or to be broken to pieces by the impingements of heavy boats. Bridges of this description may be well adopted to canals over which few bridges are wanted; but we apprehend that they are altogether inadmissible on the canals over which such a multitude have been required as on the canals of this state; and through which such numbers of boats will continually pass. Between Utica and Albany there are nearly three hundred bridges; and of these, more than eighty are between Utica and the Little Falls, averaging four to every mile. These bridges must be used many times every day, and had they been constructed on the retractile plan, no boat could have passed on this part of the canal, without experiencing the most vexatious interruptions; and not less vexatious and intolerable would be the inconvenience and labour which they would impose upon the farmer, whose cows, horses, oxen, sheep, and other stock or property could never cross the canal, neither could his children or his family pass it, without the assistance of at least one able-bodied man to move and remove the bridge every time it became necessary to pass any of them over it."

"In consequence of the difficulty and expense of building an immoveable bridge across the canal at the Oriskany hill, a retractile, floating bridge was built three years ago, which was found, however, to be equally inconvenient as the swivel bridge above mentioned, and was in a short time was entirely knocked to pieces by the boats.

HYDROSTATIC LOCKS.

In order to prevent frauds in the collection of toll, three of these works have been constructed;—one at Troy one at Utica, and one at Syracuse. They are commonly called *weigh-locks*. The following minute account of them may be interesting to those who have never seen them.

“These hydrostatic locks are constructed with a chamber sufficiently large to receive any boat used on the canal. The chamber is on the same level with the canal, and is filled from it by a paddle gate which is fixed in a large gate. On a level below the chamber, is a receptacle, into which, by a gate, the chamber can be emptied, and from this, through another gate, the water can be discharged. The gates are made as accurate as possible, to prevent leakage; and although they cannot be made perfectly tight, yet if they are equally so, the result will be equally compensated by the gain at the other.

“When it is designated to ascertain the weight of a loaded boat, the chamber is first filled by the opening of the paddle gate, after which the large gate is opened, the boat is removed from the canal into the chamber, and the gates close behind it. The depth of the water in the chamber is then carefully ascertained by a metallic rod, graduated into feet, tenths, and hundredths of a foot, and the cubic contents of the water, with the boat floating in it, is at once obtained from a table constructed for the purpose, and adapted to the graduations of the rod.

“Suppose the column of water in the lock in which the boat is afloat, is 85 feet long, 15 wide, and 4 feet deep; then by multiplying the length, width, and depth of this column into each other, its contents in cubic feet are obtained. Thus, $85 \times 15 \times 4 = 5100$ cubic feet of water including what is called the flotation bulk of the boat, or in other words, including the contents of the volume of water displaced by the boat. The water is then drawn off into the receptacle, and the boat settles down upon timbers, so arranged as to yield to its shape, by which it is supported, without being strained

or injured. The quantity of water drawn from the lock is then ascertained by the graduated rod. Suppose the water in the receptacle measures 30 feet long, 25 feet wide, and 5 feet deep: these multiplied into each other as before, will produce 3750 cubic feet. It is a principle in hydrostatics, that every body which floats in water, displaces a volume of this fluid, precisely equal in weight to the floating body. It appears from the above, that the water, with the loaded boat floating in it, contained 5100 cubic feet, and that the same water, drawn off and measured separately, contained 3750 cubic feet, which subtracted from the preceding, will give 1350 cubic feet of water displaced by the loaded boat. And as a cubic foot of fresh water weighs 1000 ounces avoirdupois, or 62 1-2 pounds, it follows that $1350 \times 62 \frac{1}{2} = 84375$ is the weight of the loaded boat. This is to be reduced to tons, and the weight of the empty boat previously ascertained in the same manner, is to be deducted, and the remainder will be the weight of the cargo. After an empty boat has been once weighed, she is numbered, and her weight is registered at the several hydrostatic locks."

CLAIMS FOR DAMAGES.

"The proper adjustment of claims for damages, frequently involves an intricate examination into titles, and other questions of considerable difficulty. The following among others have occurred, to wit: whether it is proper to pay to the mortgagor or mortgagee, where they both claim the damages; to whom the damages shall be paid which have been awarded on premises sold on execution, and the statutory period of redemption not elapsed; whether a payment to a widow, of a natural guardian of her children, who are infant heirs, is proper."

The experience of two or three years is necessary to ascertain the actual damage to lands through which the canal passes. From the great variety of soils, different effects are produced, and it is sometimes a great while before the full amount of damages is perceived. In other cases as in those of leaks, which in two or three

years become perfectly dry, little injury is sustained. When necessary, buildings have been removed, and the expense of removal and repairing paid by the state. Some of the claims are very extravagant, though urged with much pertinacity. Extensive back drains have been made during the last season; and much of the land injured by leakage reclaimed. Many appraisements have been made, and many more are under consideration, most of which will be disposed of in two or three months.

AVERAGE PASSAGE OF BOATS.

“The number of boats which have passed on the canal, below the junction, has been equal to an average of 40 per day, through the season; between the junction and Utica, on the Erie canal, 24 per day; and between Utica and Rochester, 16 per day, including packet boats, of which 4 run daily.

It is ascertained that a boat can be passed through a lock in five minutes; and that allowing for all contingencies, one can be passed every eight minutes during the twenty-four hours, making 180 each day.

By doubling the locks, twice this number, to wit; 360 can be passed daily, without much inconvenience at the locks or elsewhere on the canals, provided they could move in regular order: for allowing them to move in equal numbers each way, and at the rate of 2 1-2 miles an hour, a boat leaving a lock at the time another is entering, will advance 106 rods in eight minutes, and will meet another boat at an average of half that distance, or every 53 rods. Boats, and the horses towing them, might meet at this distance without any material interruption or inconvenience; so that another towing path, if the bridges, aqueducts, and other artificial works, and the sliding banks and perpendicular rocky precipices along the Mohawk admitted of its construction, would be wholly unnecessary. Two boats cannot pass each other upon any of the aqueducts; and the canals being but 40 feet wide on the surface, and 28 at the bottom, and the boats 14 feet wide, only two can pass each other

on the canal: so that only one ascending, and one descending line of boats could be used, even if two towing paths were constructed. Besides, it will always be necessary to use one side of the canal as a place of deposit, for articles to be transported, and where boats may lie to load or unload. When those who navigate the canal find it necessary to stop, in order to feed their horses, to take in or discharge parts of their cargo, to repair their boats, to procure provisions or water, or for any other purpose whatever, they must fasten the boat to one side or the other of the canal, so that it may be out of the way of passing boats: and it is not perceived how this could be done if there were a towing path on each side of the canal."

A PARALLEL CANAL.

"The great press of business on the eastern section of the Erie canal, particularly in the spring and fall, will before long exclude packet boats from the use of this part of the line, unless double locks are made the whole distance, and even then, the immense crowd of boats at these periods, will produce great inconvenience and delay. There are some places on the eastern section, particularly at the Little Falls, and at Yankee Hill, where it would be almost impossible to construct double locks; and in several others, the expense would be very great. And it is presumed that the experience of two or three years more, will satisfy the public, that it will be proper to commence the construction of another canal parallel with the eastern section. This canal might be connected with the present one, at the east end of the long level, between nine and ten miles east of Utica; from thence it might cross over to the north bank of the Mohawk, and be continued down on the north side of the river to Alexander's Bridge, at the upper aqueduct, nearly four miles below Schenectady, where it might be carried across the river and continued on the south bank to tide water. The whole of this line has never been carefully examined and levelled, but the general appearance of the country is nearly as favorable for a canal as on the

opposite side of the river. And a canal on the north side of the river would, by its southern exposure, always have the advantage of being navigable some days earlier in the spring, and later in the fall, than on the south side; although that advantage may appear trifling at present, it will shortly be of very great importance. It is found by experience, that the middle and western sections of the canal are open eight or ten days earlier in the spring than the eastern section. The natural consequence of this will be, that the western boats, pressing forward with a view to reach the market as early as possible, and return with merchandize for the interior, will accumulate on the eastern part of the middle section in such numbers, as literally to cover the canal for miles in extent; and will be detained on this part of the line for several days, until the warmth of the atmosphere shall have dissolved the frosts in those parts of the canal to the eastward, which are shaded from the sun by the high banks that rise on the south side of the Mohawk. In the fall also, there will be a very great and growing press of business, which two canals would very much facilitate. If the transportation on the eastern section could be equalized throughout the season, and a double set of locks constructed, another canal would probably not be necessary within fifteen or twenty years: but the vast accumulation of business on the canal, in the spring and fall months, beyond what it is in the summer, will render it proper, and perhaps indispensable, to make a parallel canal on this section within a very few years from this time."

CALCULATIONS.

The calculations relative to the Canal Fund, our readers may have seen in the Report of the Commissioners of that fund. In the present report, however, it is stated as probable, that at the end of ten years, after paying the canal debt, the canal will produce a revenue of *more than a million and a half*. It may be more, but can hardly be less.

"The revenue from tolls is hereafter destined to a rapid increase."

"The country within the influence of the Champlain canal begins to feel the beneficial effects of this great improvement, and will rapidly augment its population, wealth, and resources. The tolls on this canal, the past year, exceed the interest of the amount of its cost, and those tolls will probably be tripled within ten years from this time."

"On the completion of the Erie canal, a vast increase of revenue will commence. The immense country contiguous to the great western lakes, is now only in an incipient state of improvement. The boundless forests have hardly begun to recede before the march of human industry."

"The population of the United States doubles in 25 years; although many of the old settled parts continue to be nearly stationary. This rapid accession to our numbers is principally created by emigration, by the establishment of towns, and villages, and cities, in the wilderness: and, after the connexion of the canal with lake Erie, no part of the earth can offer stronger invitation to the enterprising emigrant, than the west. A temperate climate, and an uninterrupted chain of water communication to the ocean, on which may be conveyed the productions of distant countries, and of other climes, in return for the surplus growth of a prolific soil, are among its peculiar advantages. An immense tide of population will set to the west, and after overspreading the extensive borders of our inland seas, it will throw back upon our great commercial emporium, upon our inland cities, a correspondent reflux of wealth and prosperity. The western part of this state, and the regions still farther west, whose supplies and surplus productions will traverse the Erie canal, contain at this time a population which cannot be estimated at less than a million. This population, possessing such peculiar advantages, both by nature and art, will probably double every ten years, for the next thirty years; so that those who witnessed the commencement of the Erie canal, may, at the termination of their period, see the productions and supplies of eight millions of their fellow citizens floating upon its waters."

“Of the amount of tolls collected upon the Erie canal the past year, (nearly three hundred thousand dollars) more than nineteen twentieths of the whole has been paid by citizens of this state.”

“The regions west of Buffalo, have hardly begun to pay their contributions for the use of the canal. Could it have been connected with lake Erie two years ago, so as to have navigated to the extent which a knowledge of its utility, and the wants of the great community within its influence, would have required, the above amount of tolls, as we believe, would have been increased to five hundred thousand dollars. And if there is within the sphere of its operation a population of one million, whose annual contribution in tolls, on its completion and full fruition, would be half a million of dollars, there is no reason to believe that the augmentation of tolls will not thereafter keep pace with the increase of population. On this supposition, the Erie canal alone, will, at the expiration of ten years, give a revenue of a million of dollars.”

AMOUNT OF BUSINESS WHICH CAN BE DONE ON THE CANAL.

“The annual period of navigation at present, is about 220 days; but if the same changes of climate are produced in our own country (and those changes appear to be rapidly progressing,) by the cutting down of the forests, as have been produced in France, Germany, Italy and other countries, by the same process, our annual seasons of navigation will ultimately be extended to 250 or 275 days. Indeed, should our climate assimilate to that of the western parts of the continent of Europe, in like parallels of latitude, the yearly period of navigating the Erie canal, would be yet longer.

During the time that the canals have been in use, the boats navigating them have been gradually increased in size; and nearly all those which have been last built are of the capacity of from 35 to 40 tons; and it is probable that after a few years more, they will, in descending to tide water, generally carry 40 tons.”

“In the calculation which we are about to submit, it

is assumed, that only the eastern half of the canal is to be supplied with such an amount of transportation, as if equally distributed through the season, would require the passage of a boat every eight minutes, through two sets of locks, and on the western half of the canal, every eight minutes through a single set of locks. But the time will arrive within fifty years when the number of the people of this state, who will use the canal, will form but an inconsiderable fraction of the whole number, whose property will float upon it; and when the nine tenths of the produce and merchandise which is transported upon the canal will pay toll, if it is then chargeable, for the use of the whole length of the line."

"It is found that the produce which reaches the Hudson by the canals, amounts to about five times as many tons, as the merchandise, &c. which is sent into the country; and by this ratio, the descending boats carrying 40 tons each, will return with a cargo of 8 tons each."

"The above premises will give the following result :

The amount of produce that would reach	<i>Tons.</i>
the Hudson in one season, would be	1,584,000
And of merchandise sent to the west,	316,800
	<hr/>
	1,900,800

The Erie canal being 362 miles long, a toll of 11-2 cents per ton, per mile, on produce, and 3 cents per ton, per mile, on merchandise, would produce the following amount :

Toll on produce on western half of canal,	\$2,150,280
On eastern half,	4,300,560
Toll on merchandise on western half	860,112
On eastern half,	1,720,224
	<hr/>
Total,	\$9,031,176

From the above it will be seen, that the Erie canal may give a revenue in one year, of nine million thirty-one thousand one hundred and seventy six dollars."

TOLLS.

The tolls collected on the Erie canal the last year amounted to	\$294,546 62
On the Champlain canal	46,214 45

Total, \$340,761 07

The following statement from the Collector's Office at Troy, which is situated below the junction of the canals, exhibits the principal amount of all the articles which have passed on the Erie and Champlain canals.

Amount of Articles passing North and West, on the canal at West Troy, in 1824.

	tons.	cwt.	qr.	lb.
Merchandize,	24474	10	2	23
Non enumerated,	3321	17	1	23
Stone, Clay and Sand.	1121	4	2	27
Boards and Plank,	72	15	0	C
Laths and Shingles,	3	15	0	C
Total,	28994	2	3	17

AMOUNT OF TRANSPORTATION.

Amount of Articles passing East, to Troy and Albany, on the Canal at West Troy, in 1824.

		tons.	cwt.	qr.	lb.
Merchandise,		335	7	3	11
Non enumerated,		1611	14	0	15
Cheese, Butter, Lard and Tallow,		12	5	11	3 10
Bush. Coarse Grain,	59404	1325	17	3	12
Galls. Whiskey,	361891	1458	17	3	5
Bush. Wheat,	28 720	7626	8	2	8
Bbls. Ashes,	28924	5784	16	0	0
Bbls. Provisions,	24286	3469	16	1	10
Bush. Salt,	78066	1951	13	0	0
Bbls. Flour,	142552	16320	18	0	16
Gypsum,		3892	10	0	0
Cement and Lime.		1255	0	0	0
Bbls. Oil,		138	3	3	0
Tierces Seed	1281	256	4	0	0
Cords Wood	6823	17057	100		

M Staves,	2205	6615	0	0	0
M Shingles,	6315		947	6	20
Cubic feet Timber,	241091	4304	6	2	0
Feet Boards and Plank,	35256514	52884	15	0	0

Passing East,	128452	9	0	3
Passing North and West,	28984	2	3	17
Total East, North and West,	157446	11	3	20

The increasing use of the canals will be perceived by the following statement:

In 1820, the tolls on 94 miles of the Erie canal were,	\$5,437 34
In 1821, on 94 miles,	23,000 00
In 1822, on 116 miles,	57,160 39
In 1823, on 160 miles,	105,037 35
In 1824, on 280 miles,	294,546, 62

The debt which has been incurred in constructing the canals, including what will be required to complete the work and pay the damages, will at the close of the present year, amount to about 7,700,000, which will be chargeable with an annual interest of about 420,000. In reference to the payment of the interest and the extinguishment of the principal of this debt, the following calculation is submitted.

The income of the canal fund during the year 1826, by a very moderate computation, may be estimated as follows:

From the duties on salt,	\$145,000
“ steam-boat tax	5,000
“ duties on sales at auction,	200,000
“ canal tolls,	500,000

Total, 850,000

Considering the probable amount of expenditures in repairs, improvements and superintendence which will be necessary in 1825, and in 1826, it may be estimated that, for these purposes, there will be required, for each year thereafter, for nine years the sum of

	\$100,000
Add the interest one year.	420,000

520,000

Which deducted from the receipts of 1826,
leaves an excess of 330,000

This yearly excess will be augmented by the avails of the canal fund, but principally from the increasing amount of tolls, at an average of \$75,000 a year, for the next 9 years; and will, at the end of that period, rate the annual income to \$1,525,000.

RATES OF TOLL, ON THE ERIE AND CHAMPLAIN CANALS.

	Cents.	Mills.
On salt manufactured in this state, per ton, per mile,	0	5
On gypsum, the product of this state, per ton, per mile,	0	5
On brick, sand, lime, stone unwrought, clay, earth, leached ashes, manure and iron ore, per ton, per mile,	0	5
On household furniture per ton, per mile,	1	0
On timber, squared and round, per 100 so- lid feet, per mile,	1	0
On boards, plank and scantling reduced to inch measure, and all siding lath, and o- ther sawed stuff less than one inch thick, per M feet, per mile, if conveyed in boats,	1	0
The same, if transmitted in rafts, per mile,	2	0
On shingles, if conveyed in boats, per M, per mile,	0	2
The same, if transported by rafts,	0	4
On split posts and rails for fencing, per M, per mile,	4	0
The same if transported in rafts,	8	0
On wood for fuel, (except such as may be used in the manufacture of salt, which shall be exempt from toll,) one cent per cord, per mile, if in boats,	1	0
The same in rafts,	2	0
On staves and heading, for pipes, per M, per mile,	1	0
On do. for hogsheads, per M, per mile,	0	7

On do for barrels, or other vessels of less size,	0 5
On all staves and heading, if transported by rafts, twice the above rates,	
On boats made and used chiefly for the transportation of property, per mile,	2 0
On boats used chiefly for the transportation of persons, excepting those which pass on the junction canal, per mile,	20 0
On boats of the above description, which pass on the junction canal, and which are not connected with the regular lines of boats for the transportation of passengers on the Erie or Champlain canals, per mile,	50 0
On all articles not enumerated, which are passing towards tide water, per ton, per, mile,	1 5
On all articles not enumerated, passing from tide water, per ton, per mile,	3 0
Passengers in freight boats, estimated at 150 lbs. each, per ton, per mile,	1 5
Passengers under 12 years old, in freight boats, to be estimated at 75 lbs ea	
Ordered that hereafter the above Rates of Toll be charged and collected on the Erie, Champlain and junction Canals.	

STEPHEN VAN RENSSELAER,
SAMUEL YOUNG,
HENRY SEYMOUR,
WILLIAM C. BOUCK,

March 17, 1825.

CANALS IN GREAT BRITAIN.

There are in Great Britain and Ireland 103 canals, of which 97 belong to England, 5 to Scotland, and one to Ireland. In this number none are included which are not more than 5 miles long. The total extent of these canals is 2682 1-4 miles; of which 2471 are in England, 149 3-4 in Scotland, and 69 1-2 in Ireland. Thirty mil-

lions sterling is the value of the cost. The stock of some of these rose in a few years to 10 or 20 times its original value. These various canals present 48 subterranean passages, 40 of which have an extent of about 32 English miles. None of these works, important as they are, were projected prior to 1755. The patriotic and enlightened zeal, of the Duke of Bridgewater, and the talents of Brindley, gave the first decisive impulse to their improvements in 1759. There is now scarcely a point of importance in England, that has not a water communication with every other.

THE ROUTE FROM BOSTON
to
WINNIPISEOGEE LAKE
and the

WHITE MOUNTAINS *in New Hampshire.*

Too much cannot be said to the traveller in favour of this delightful region, if he be a man of taste, as all that he especially loves in the varying face of nature is here presented to view, by a country abounding with the most sublime and interesting objects and scenes to be found in the whole circuit of New England, scenes which, while present to the eye, communicate the highest pleasure, and at parting leave a deep and permanent impression on the mind which can never be forgotten. It is the object of this book to point out the most agreeable routes, and to make known channels of communication, which although every one is not apprised of them, may be found convenient and valuable; calculated to favour the pursuits of taste, and to gratify the wishes of those who would meet at our great fashionable watering places, whether in search of health or recreation or friends, among the gay crowds which annually assemble there.

It is not within the plan of this first edition of "The Northern Traveller" to admit any thing more than a hasty sketch of places far removed from the principal routes mentioned in the title-page. It is intended, however, at a future time, to make large additions to the work, and to give a particular account of this part of the country, which has been, not unappropriately, named the Switzerland of the United States, by embracing the journey up the Merrimack, as well as the tour of Winnipiseogee Lake, the White Hills, &c. The following hints concerning the routes may be found of some advantage; and the descriptions of the principal

objects seen from the Red Hill and Mount Washington will be read with interest.

Stage Coaches run to Concord from Boston, as well as Portsmouth, and others from that place in various other directions.

CONCORD, N. H.

Inns.—There are several good inns in this town, but the principal and best are the great stage houses nearly opposite each other, and just south of the State House.

Concord is a flourishing place and the capital of New Hampshire. If the traveller is going towards the White Mountains, it is the only large town he will see for some days. It stands principally on a single street, which is of considerable length and convenient breadth, lined with many large and respectable buildings, and running parallel with the Merimack, which is at a short distance on the east.

A direct water communication is kept up between this river and Boston through the Middlesex canal, by means of boats, which carry merchandize down for \$5 a ton, and bring it up for \$7.

QUARRY.

There is a large quarry of granite near Concord, which affords stone almost as white as marble, probably the finest building stone in the United States. If the stranger has arrived at Concord from the north, he will have seen enough of the quality of the rocks to prevent him from being surprised at the occurrence of so valuable a quarry as that near the town, as he must have observed the abundance of fine granite scattered over the country in large boulders, or rolled rocks, and noticed the important uses to which it is applied. They may be traced along the road all the way from this place to the neighbourhood of Connecticut river; and although the stones differ in their texture from the finest grain to those which contain chrystals of feldspar three or four inches in length, they all resemble each other in the freedom and justness of their fracture.

It is not for a hasty traveller to intermeddle with conjectures; but it will doubtless lead to the discovery of many interesting facts, when this tract of country is examined at leisure by men of science and research, and these immense and numerous rocks traced back to the mountains and peaks from which they have been formerly torn away by some tremendous exertion of nature.

The quarry is two miles north of Concord, A single mass of rock occupied the workmen for several months during the season of 1824.

THE STATE HOUSE

occupies a conspicuous situation near the middle of the town a little removed from the street, and surrounded by a handsome stone wall enclosing an area. It is built of hewn granite from the quarry, and is a neat edifice, 100 feet long, with a large hall on the first floor, and on the second the Senate and Representatives' Chambers, with the committee rooms, state offices, &c. &c. The view from the top is extensive, but embraces a tract of country too little cultivated to be rich and too unvaried to be picturesque. At the northward are seen two or three distinct peaks, which may serve as an earnest of the magnificent scenery to be furnished to the traveller in that direction.

THE STATE PRISON

is built at a short distance from the State House, and bears a still greater appearance of solidity and strength.

There is an Academy of some consequence in Concord, with several churches. No less than four newspapers are printed here, and gazettes from distant places may be found at the inns. Farmer & Moore's Gazetteer of New Hampshire is the best companion for a traveller in this state.

ROADS.

Several lines of stage-coachess meet in this town three times a week. Three go to Boston, one to Portsmouth.

one to Plymouth, one to Haverhill, and one to Burlington by the way of Windsor. Another line will probably be established between this place and Conway, on the road to the *Notch in the Mountains*, whence it is intended to send another by the Notch to Bath on Connecticut river.

There is a road on each side of the Lake towards Conway, but that on the west is recommended—At all event the traveller should spend a day at Center Harbour.

For some miles before reaching this place, the country begins to assume the features of bold and mountain scenery. Even before arriving at the lake, the prospect is varied with many of those noble elevations which rise to such a height of grandeur and sublimity as the traveller proceeds; and the frequent glimpses afforded between the sloping hills, over the beautiful lake below, by a happy contrast encrease the effect. The number and diversity of the islands with which the lake is spangled, will be objects of particular admiration. They are countless for multitude, and in size present all the gradations between a single rock, and a surface sufficient for several extensive farms.

At CENTRE HARBOUR

There are two inns, at either of which the traveller may find himself comfortable, and where he will be amply rewarded, if the weather be fine, by stopping at least a day to make an excursion to the top of

RED MOUNTAIN.

This eminence may be about 1500 feet in height, and is accessible for about two thirds of the way in a carriage or on horseback, though not without some difficulty, on account of the steepness and roughness of the road. Indeed the path is very rocky for half a mile or more before reaching the base of the mountain, and the hardy pedestrian will prefer to leave his horse at the main road, before turning off by the mill. The traveller should direct his course towards a little notch he will

see about three quarters of the distance up, where a cultivated field and a fence are visible. From the house situated there, he must turn towards the left, and follow a path to the summit.

An early visit is recommended, as the scene is much improved by an oblique light, and the morning is on several accounts to be preferred.

The following sketch of the scene was noted down on the spot, and may be taken as generally correct.

VIEW FROM RED MOUNTAIN.

North, the eastern end of Squam Lake, and part of a pond lying near it, with the range of the Sandwich mountains behind, stretching off towards the east, with numerous dark brown peaks, partly cultivated about their bases, and enveloped above with forests, excepting their summits, which are generally divested of verdure. Far beyond these appear several loftier peaks, which might be mistaken for the White Mountains, were they visible from this point. An intermediate peak with rocky precipices may be *White-faced Mountain*.

East North East.

The eye ranges up the spacious valley through which lies the way to the White Mountains; and the road which is to conduct the traveller seems diminished to the dimensions of a garden walk. *Chocaway*, or as it is familiarly called *Corroway Peak*, rises on the left; while the noble ridge of the *Ossipee Mountains* begins nearer at hand on the right, and almost over-shadows the observer with its enormous size. The sides of these mountains show a beautiful display of farms, interspersed with wood lots and dwellings, which in many places have encroached far up towards the summits, and in others pursue the slope of the fertile uplands to the valley at their feet. Numerous elevations appear at a greater distance, and range themselves in lines to complete the perspective of a most magnificent vista, which finally closes at a ridge whose shade is reduced by its remoteness to the colour of cloud. A prominent and remarkable mountain which a

appears scarcely less distant, is called Pickwaket Mountain, and rises by the Saco River, near the place where Captain Lovell fought his well known battle with the Indians; and the fine valley between, is the country passed over in that fatal expedition, both in the approach and the retreat.

East.

The view abuts upon the Ossipee mountains, and no variety is afforded till we turn to the

South South East.

In that direction, and farther to the right, the whole surface of Winnipiseogee Lake lies charmingly spread out to view, varied by numerous points and headlands, and interspersed with beautiful islands which man de-spairs to number. Several distant elevations appear, on this side of which the sloping land just mentioned extends for several miles along the shore, with a well cultivated surface spotted in all directions with large barns and farm-houses, to the very margin of the lake. There numerous points run out far into the water, to complete the labyrinths formed by the islands. Gunstock mountain rises one point East of South, just on the left of which opens the entrance to Merry-meeting Bay. The elevated islands on the right of that is Rattlesnake Island, named from the venomous reptiles with which it abounds; over this the distant land appears high. South by West rises a high hill resembling the Ossipee in the richness of its slopes.

The *South West and West* is agreeably varied with wood lots and cleared fields, scattered over an undulated surface, which extends for many miles, in some places quite to the horizon, and in others to the broken boundary of tall but distant mountains. In the South West appear two or three peaks, so far removed that they are almost lost in the blue of the sky. Nearly West are seen several ridges of inferior magnitude, which approaching as the eye slowly moves towards the left, at length come near the lake, and disappear behind the neighbouring mountains.

Long Pond may be distinguished by its shining surface between the West and South, with several other little sheets of water which lie in tranquility among the shelter of the hills.

Winnipiseogee Lake is 19 miles in length, from Center Harbour to Alton, at the south eastern extremity. Merry-meeting Bay lies beyond. Several of the islands are large and contain good farms and wealthy inhabitants, although only two or three of them belong to any town, or pay any taxes. Some of their names are Rattlesnake, Cow, Bear, and Moon Island; also Half-mile, One mile, Two mile island, &c. &c. None of them contain churches; and although they have no school-houses, yet sufficient attention is paid to the rudiments of education, to render the children intelligent.

SQUAM LAKE

lies West from Red Mountain; and like Winnipiseogee Lake abounds not only in islands but in fish of the finest descriptions. Fine trout are caught here in great abundance, and of a size superior to those of the other lake. The trout of Winnipiseogee Lake vary from one to four pounds in weight, while those of Squam Lake are between four and ten. They are sometimes caught of nearly double that size; but that is very uncommon. The trout fishery is chiefly carried on during the winter, when great quantities are salted for the Boston Market. Perch also abound very much in these waters, and are remarkably fine.

GEOLOGY.

The sides of Red Mountain are covered with half decomposed granite. (On the South Eastern side of the lake a bed of porcelain clay has been discovered, which is probably derived from a similar source.) The granite is speckled with hornblende and black mica. No rocks to be seen *in Situ* except near the summit, where they bear a gentle dip towards the North, and are slightly tinged with reddish quartz and feldspar.

The hue of the shrubbery in autumn has given the mountain its name. The summit is strewn with loose fragments, and musquetoos and *black flies* often abound there.

A few days may be spent at Centre Harbour very agreeably, in making shooting and fishing excursions in the neighbourhood, or in sailing upon the Lake, which abounds in the most interesting variety of scenes. On leaving this place by water, at the distance of five miles the White Mountains rise into view above the intermediate peaks, and continue in sight quite across the Lake.

A few deer are still found in some places in the neighbourhood, but being protected by law, and still more by their scarcity, are very rarely taken.

From Centre Harbour to Conway, 18 miles. Stop at Alden's, which is a good private inn.

The journey from Centre Harbour to Conway is over a fine but thinly populated country. At that place the view of the White Mountains opens to view in the most magnificent manner.

The shortest road from Conway to the mountains leads directly to Bartlett; but the most travelled as well as the most agreeable route is by the way of Fryeburg, where will be seen the beautiful tract of level country through which meanders the Saco river, and the great Pickwaket Mountain which rises from its border. That was the favourite residence of the once powerful nation of Pickwaket Indians, and on the bank of Jewell's Pond, was fought a bloody battle between them and a company of troops from Massachusetts, in the year 1725, just a century ago.

Through Fryeburg passes the Portland mail road. Bartlett is a comfortable village situated in a rich valley, a fertile soil, where the view is bounded on every side by grand and lofty mountains. The inn of the place is kept by Judge Hall. Pursuing still the course of the narrow valley against the current of the Saco, the country is cold and destitute of inhabitants, excepting only three or four poor families, until arriving at

CRAWFORD'S FARM,

Seven and a half miles south of the Notch. Here the traveller will be cheerfully and comfortably entertained, although the house does not wear the sign of an inn. This is the place from which visitors formerly began their excursions to the summit of the mountains: but the best place is at *Ethan A. Crawford's farm*, 12 miles beyond.

Prospect Mountain, one of the five principal peaks, presents itself to view a little before arriving at the first Crawford's, with its smooth rounded summit of brown moss, rising several hundred feet above the region of vegetation, and offering an aspect which distinguishes these from the other elevations.

THE NOTCH HOUSE

is situated in a secluded little valley, about 6 miles north of Crawford's, and is the only building seen in a distance of 12 miles. It is however never inhabited during the summer season, though open, with its cheerless shelter, to all comers: in the winter a family occupies it to keep a fire, lodgings and a little food prepared for the travellers and waggoners, who might otherwise perish for want of the necessaries of life.

The road rises with a steep ascent for a considerable distance before it reaches the Notch, and the traveller observes two cataracts, one pouring down a precipitous mountain, at a distance on the west side of the valley, and the other, which is called

THE FLUME,

rushing down on the right hand, and crossing the road under a bridge. The scenery is sublime and impressive beyond description.

THE NOTCH

is so narrow as to allow only room enough for the path and the Saco, which is here a mere brook only four feet in breadth. Two rocks stand at the sides of this re-

markable passage, one 12 and the other about 20 feet in perpendicular height. A little meadow opens beyond, and after a ride of 4 1-2 miles, the traveller reaches a comfortable house, just completed by Mr. E. A. Crawford, where he will be received and entertained. The next house is Rosebrook's, 6 miles beyond.

CRAWFORD'S HOUSE

is the place where those who meditate the ascent of Mount Washington, will stop for a day or more. The master of the house will act as a guide, and is well qualified for the office, both by his intimate acquaintance with the way, and the various kind attentions and amusing anecdotes with which he knows how to relieve the tediousness of the ascent. The best arrangement is to set out in the afternoon, spend the night at the weekman or "*Camp*," ascend the mountain early in the morning to have the benefit of the view by sun-rise, and return to Crawford's before the ensuing evening.

The ascent of the mountain was formerly a most arduous undertaking, and was very rarely performed, though three ladies are enumerated among those who gained the summit before the present facilities were afforded. The whole way lies through a perfect forest. A foot-path has been made by Mr. Crawford, which however is impassable for a horse. The first seven miles are over a surface comparatively level; but the last two miles and a quarter are up an ascent not differing much from an angle of forty-five degrees. The streams of the Ammonoosuc river, which are to be crossed seven times, add not a little to the inconveniences of the journey; but a comfortable bed, and a fire, (if the weather be chill,) will be found very welcome at

THE CAMP,

6 3-4 miles from Crawford's. Here provisions of different kinds will be produced, and even cooked by a cheerful fire, and if the travellers are sportsmen, and the season is favourable, a dish of fine trout may soon be ob-

tained from the romantic little stream which dashes by within twenty yards of the encampment.

The ascent of Mount Washington begins just at hand, and the most arduous exertion will be necessary to attain the summit, which seems to fly before the stranger when he deems it just attained, and to look down in derision from a new and more hopeless height. The first part of the way is through a thick forest of heavy timber, which is suddenly succeeded by a girdle of dwarf and knarled fir-trees, which ending as suddenly as they began, give place to a kind of short bushes, and finally a thin bed of moss, not half sufficient to conceal the immense granite rocks which deform the surface. A few straggling spiders and several species of little flowering plants are the only objects that attract the attention under the feet.

VIEW FROM THE SUMMIT.

In a clear atmosphere the view is sublime and almost boundless. The finest part of it lies towards the *South-East and South*. Looking down the valley through which the road has conducted us, a fine succession of mountainous summits appears for many miles below, while the bright surface of Winnipiseogee Lake, spread out like a clear mirror, presents a charming object in the distance, with its variegated shores and placid bosom.

Towards the *south east* also, the eye ranges over the extent of surface which quite bewilders the mind. Mountains, hills and vallies, farm-houses, villages, towns, add their variety to the natural features of the country; and the ocean may be discovered at the horizon with the help of a telescope, although the sharpest sight perhaps has never been able to distinguish it without such assistance. In that direction lies Portland, the capital of Maine.

On the *north east* is seen the valley of the Androscoggin river, which abounds in wild and romantic scenery, and was the usual passage by which the Indians, in their hostile incursions from Canada, used to approach the

eastern frontier settlements of Massachusetts and New-Hampshire.

North, the country is more wild and uncultivated; and

West, the nearer view is over a mountainous region, covered with a thick forest, through which only an occasional opening is perceived, formed by the farms (or clearings) of the hardy inhabitants. Beyond, the hills are seen to rise from the opposite shore of Connecticut river, the surface of which is every where hidden from view, and the summits rising higher and higher, terminate in the ridges of the Green Mountains in Vermont.

Geology.

Loose fragments of granite are every where scattered over the mountain, with some specimens of gneiss. The granite is generally grey, and at first fine grained, but grows coarser as we ascend and is occasionally sprinkled with small garnets. At the summit it frequently contains a little black tourmaline, sometimes in crossing crystals. On the summit also some of the granite is tinged with red, although much of it is coloured bright green by lichens, dampened by the humidity of the clouds, and interspersed with thick and soft grey moss. The grain of the coarse granite is elongated; and what strikes the visitor as very singular, is, that not a single rock is to be found in its original place—every thing bears the mark of removal; and this taken into view with the precipice on the northern side seems to indicate, that the summit of the mountain has fallen down and disappeared.—

The best road west leads through Bethlehem to Bath.

LIST OF **CANALS, ROADS, &c.**

proposed since this work was put to press, in those parts of the country to which it refers.

CONEWANGO CANAL.

At a meeting held at Conewango on the 8th of February, it was

Resolved, That a union of the waters of the Erie canal and the waters of the Allegany River would be highly advantageous to the state, and that no route presents fewer obstacles or greater facilities for canalling than that from Buffalo to the Conewango Creek.

Resolved, That *James M'Glashan, George A. S. Crocker, Thomas F. Palmer, Nathan Slaor, Henry Lay, Levi Chenny, and Lewis Holbrook*, be a committee to correspond with other similar committees, and to take such other measures as may be by them deemed advisable for the accomplishment of the enterprize.

CATSKILL AND SCHOHARIE CANAL.

At a meeting of the inhabitants of the town of Catskill held at the Court House, on Monday evening, the 21st day of February 1825, for the purpose of taking into consideration the propriety of applying to the legislature for an act, incorporating a company, with sufficient capital to construct a Canal from the village of Catskill, along the valley of the Catskill Creek, to its head waters in the town of Middleburgh, in the county of Schoharrie; and from thence the most eligible route to the Erie Canal.—

Resolved, That an application be made to the legislature for an act incorporating a committee for the purposes herein mentioned, and that a memorial be drawn up and circulated, to bring the subject before the legislature.

BUFFALO AND OLEAN CANAL.

A plan was formed at Buffalo for a canal to the Olean

BATTENKILL CANAL.

The inhabitants of Manchester, Vt. held a meeting on the 9th April for the purpose of concerting measures for opening a canal from the head waters of the Battenkill, which takes its rise in the town of Dorset, (north of Manchester) to extend through Jackson, Washington county, to Lansingburgh and Troy. The meeting appointed a committee to meet and confer with another committee of the town of White Creek, Washington county, on the 15th ult. The Manchester meeting was adjourned to the 22d.

ONTARIO AND ERIE CANAL IN CANADA.

The House of Assembly of Upper Canada have resolved to subscribe 100,000 dollars towards making a Canal from Lake Erie to Lake Ontario.

SEVENTEEN NEW CANAL ROUTES

in New York, of which the surveyes were authorised by the Legislature in 1825.

From Seneca lake to the Chemung river, at or near the village of New Town; from Syracuse in Onondago country, to Fort Watson in the county of Courtland, and also from Chenango Point up the valley of the Chenango river, through the town of Norwich to the Erie Canal; from the Susquehannah river up the valley of the Unadilla to the Erie Canal; from the Cayuga lake to the Susquehannah river, at or near the village of Os-

wego; from the Erie canal in the country of Herkimer, to the upper waters of Black river, thence on the most eligible route to the St Lawrence, at or near Ogdensburgh; from the Erie canal, near the village of Rome, in the county of Oneida, by the way of the Black River, to Ogdensburgh; from Rochester to Allegany river, at Olean, through the valley of the Genesee river; from Scottsville, by the way of Le Roy, to the Upper falls of the Genesee river; from the Champlain canal to the Vermont Line, along the valley of the Battenkill, or by any more eligible route; from Lake Erie to the Allegany river, through the valley of the Conewango, and from the Allegany river at Olean, to the Erie canal, by way of the village of Batavia; from Portland, in Chautauque country, to the head of the Chautauque lake; from the village of Catskill, on the Hudson river, along the valley of the Catskill and Schoharie creeks, to intersect the Erie canal, west of the Schoharie creek; between Gravesend bay, Jamaica bay, Great South bay, and South-Hampton bay, and across Canoe place to Southhold bay on Long-Island; from or near Sharon to the tide waters of the Hudson, at or near the mouth of Croton river or to the city of New York; and from the village of Rochester, in the county of Monroe, to Lake Ontario.

CHICKOPEE CANAL.

A meeting has been held in Boston on the subject of forming a canal from the the Chickopee river to somewhere in the vicinity of Boston, in order to connect the waters of the Connecticut with that harbour.

CANAL BETWEEN THE CONNECTICUT AND MERRIMAC.

Another plan has been formed for the same object as that last mentioned, but connected with a different tract of country. It proposes to connect the Connecticut with the Merrimac in New Hampshire, by a canal of 25 miles through Plymouth; or by a canal of 12 miles from Baker's river a branch of the Merrimac, to the Connecticut at Wentworth.

The bill for a Canal between Cayuga Lake and Seneca River has passed the New York Legislature.

IMPROVEMENT OF THE NAVIGATION OF CONNECTICUT RIVER.

At a meeting held at Windsor by 215 delegates from Vermont, New Hampshire, Massachusetts and Connecticut, resolutions were adopted calculated to form and carry into effect a plan to combine the interests of all the canals and improvements through the valley of the Connecticut, and to invest the property of all in a single corporation, or corporations, to be established under the authority of the several States, upon such principles as shall secure the greatest benefit to the public, and a fair remuneration to those concerned. A committee was appointed to aid such corporation or corporations as may be organized, in procuring such rights and property as may be advantageously combined in the proposed system of improvement. Another committee was appointed to digest a plan of operations and to apply to the Legislatures for charters, and grants of the necessary power and privileges. A memorial to Congress was also voted praying for aid in a system of improved navigation through the valley of the Connecticut, to Lake Memphremagog. Sundry resolutions were adopted, stating the views of the convention; and other committees, besides those above mentioned, were appointed, for the purpose of carrying those views into execution.

OSWEGO RIVER.

The New York Legislature have authorized the improvement of the navigation of Oswego River.

THE NEW YORK STATE ROAD.

A project for the construction of a great road through the southern counties of New York, from the Hudson river to Lake Erie, was submitted to a committee of

the House of Representatives at Albany, and from their report the following extracts are selected for this work.

It is believed, that at least 50 tons a day, on an average, are now transported into the interior, in the direction of the contemplated road, from a *single* point on the Hudson river. And in the event of the completion of this road, it is calculated that this amount would be increased to 100 tons. The price of transportation is, at least 20 cents a mile per ton, 60 dollars per ton for the whole distance of the contemplated road. Allowing, however, only 25 tons as the daily transportation each way, on the entire route of the road, and it produces the enormous sum of 1,000,000 a year, for the single item of transportation. If an easy and safe state road was constructed, free of tolls, it is estimated that the price of transportation would be reduced at least 50 per cent; thus showing a saving of \$500,000 in the expenses of transportation in a single year.

In this section of the state, to the distance of nearly one hundred miles from the Hudson river, salt, Iron, lime and gypsum, articles cumbrous and of the first necessity, are transported by land, to supply the wants of the interior country; and added to the other domestic products, lumber and ashes, (within this distance,) form important items in the return lading.

From a careful and deliberate review of all the facts and considerations, connected with this subject, the committee are decidedly of opinion, that the strongest motives of policy, as well as of justice combine to recommend the proposed measure of constructing a state road from the Hudson river to Lake Erie, to the favorable consideration of the legislature.

The whole expense (a distance of about 300 miles,) is estimated at \$500,000. The interest upon this sum at 5 per cent, would be \$25,000 per annum. The road at a reasonable rate of toll, it is supposed might be kept in good repair, and yield to the state an annual revenue of 2 1-2 per cent, upon its cost. This would leave a balance of 2 1-2 per cent, or \$12,500 of the interest annually to be provided for; together with the gradual extinguishment of the principal.

To meet and provide for this, the committee would propose an increase of the duty on sales at auction, of 1-2 per cent, which would yield an additional revenue of about \$75,000 per annum applicable to the purposes of constructing the Great State Road.

This sum would, in the course of only 8 years, not only pay the interest but extinguish the principal of the necessary loans for this purpose.

[The survey of this road has been authorized by the Legislature.]

STEAM-BOATS.

ARRANGEMENTS PUBLISHED IN APRIL 1825

FROM ALBANY

For New-York, calling at the intermediate places, price \$4.

DAILY.

"OLD LINE." Large boats.
James Kent. (fast sailer.
Chancellor Livingston, and
Richmond.

One of these boats goes every morning at 10 o'clock.

Office, corner of South-Market and Lydius-streets.

(Prices proportional for intermediate distances.)

FROM NEW-YORK

For Albany, calling at the intermediate places, price \$4.

DAILY.

"OLD LINE."
James Kent,
Chancellor Livingston, and
Richmond.

One of these boats goes every day except Sundays

at 5 P. M. and on Sundays at 10 A. M.

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The boats belonging to this Company are now in excellent order; they all have copper boilers, and engines on the low pressure system, and in order that travellers may have perfect confidence in their safety, the captains and engineers have positive instructions not to carry higher steam than they have always done heretofore.

Henry Eckford,

Small boat, high pressure, and very fast. She carries freight in connection with the Canal Transportation, and takes passengers at \$3.

Goes Monday, Wednesday and Friday, at 7 o'clock in the morning, and arrives about 9 P. M.

Henry Eckford.

Small boat, high pressure, and very fast. Price \$3.

Goes Tuesday, Thursday, and Saturday, at 7 o'clock in the morning, and reaches Albany about 9 P. M.

Goes from the foot of Recorders-street, North River. Intergate 12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-2412-2413-2414-2415-2416-2417-2418-2419-2420-2421-2422-2423-2424-2425-2426-2427-2428-2429-2430-2431-2432-2433-2434-2435-2436-2437-2438-2439-2440-2441-2442-2443-2444-2445-2446-2447-2448-2449-2450-

FROM NEW-YORK.	FROM TROY.
To TROY, <i>Daily, calling at the intermediate places.</i>	FOR NEW-YORK, <i>Daily, calling at the intermediate places.</i>
Chief Justice Marshall	Chief Justice Marshall, <i>fast;</i>
Constellation, and	Constellation, and
Constitution, large boats.	Constitution, large boats.
Go from the foot of Liberty-street, North River.	

RHODE ISLAND STEAM-BOAT LINE.

The *Fulton*, Captain Robert S. Bunker, will depart for Providence on Wednesday. at three o'clock, P. M. and the *Connecticut*, Capt. Comstock, on Saturdays at 3 P. M.

FROM PROVIDENCE.

The *Connecticut* will be despatched every Wednesday at 3 o'clock, P. M. and the *Fulton* every Saturday, at the same hour Coaches run in connection.

[Now a boat leaves New-York every Tuesday, Thursday and Saturday at 3 o'clock, P. M. and one from Providence on the same days and at the same hour.]

NEW-YORK AND BOSTON STEAM-BOAT LINE *via New London.*

The new Steam Boat *NEW-LONDON*, goes to New London and Norwich every Tuesday and Saturday at 4 o'clock P. M.

A line of Stage coaches is established in connection with it from N. London to Boston, through Providence, and another from Norwich to Boston.

NEW YORK AND BOSTON STEAM BOAT LINE, *via HARTFORD.*

The New Steam Boat *Oliver Ellsworth*, Daniel Havens, Master, leaves New York on Tuesdays and Fridays, at 4 P. M. ; leaves Hartford on Mondays and Thursdays, at 11 A. M.

Stages will be in readiness on the arrival of the boat at Hartford, to forward passengers to Boston, Vermont and New Hampshire.

N. B. The Steam Boat Oliver Ellsworth, has a first rate Engine, constructed upon the Bolton and Watt, or *Low Pressure* principle; and for convenience and safety, is probably not surpassed by any Boat in this country.

NEW-HAVEN STEAM BOAT LINES.

The Providence Capt. Tomlinson, (small boat,) runs between New-York and New-Haven, three times a week, from Fulton Market Slip, East River.

Also,

Steam boat United States, Capt. John Brooks, jr. will leave New-Haven, Monday, Wednesday, and Friday evenings. Passengers are requested to be on board at 8 o'clock. She will leave New-York, Tuesday and Thursday mornings at 9 o'clock, and Saturday, at 4 o'clock P. M. from the west side of Flymarket slip. Stages will be in readiness on the arrival of the boat in New-Haven to take passengers to Hartford, Providence and Boston. The company having purchased the new and elegant boat Hudson, she will shortly commence forming a daily line for the season. Both boats are fitted with births and their accommodations are very extensive and commodious. Fare \$3.

BRIDGEPORT STEAM-BOAT.

The Steam Boat Gen. La Fayette, Capt. Joseph B. French, will commence running, for the season, between Bridgeport and New-York, on Monday the 21st inst. She will leave Bridgeport on Monday, Wednesday and Friday evenings at 7 o'clock, and New-York on Tuesday and Thursday at 10 o'clock in the morning; and on Saturday at 5 o'clock in the afternoon, from the east side of Fulton Slip. Passage one dollar and seven-

ty-five cents—Breakfast, Dinner, and Supper, twenty-five cents each.

N. B. The steam boat, in connexion with the packets, will sail from Fulton slip and Peck slip every day in the week, for Bridgeport, through the season.

PHILADELPHIA STEAM BOATS.

UNION LINE, for Philadelphia and Baltimore, at 11 o'clock, A. M.

By Steam Boats Thistle, Capt. C. Vanderbilt and Trenton, Capt. A. Jenkins

Via New Brunswick, Princetown, and Trenton, 25 miles land Carriage.

The elegant Steam Boat Thistle will leave the wharf, north side the battery, foot of Marketfield st. every day (Sundays excepted) at 11 o'clock A. M. for New Brunswick, where passengers will take post coaches to Trenton, and lodge; from thence take the steam boat Trenton, and arrive at Philadelphia, at 10 o'clock, A. M. in time to take the Baltimore Union Line steam boats which leaves Philadelphia daily at 12 o'clock noon.

Fare through to Philadelphia, \$3.

For seats, apply at York House, No. 5 Courtland-st. 2d office from Broadway; and at the office, foot of Marketfield st.; or on board the steam boat Thistle.

☞ All goods, baggage, and specie, at the risk of the owners thereof.

WM. B. JAQUES, Agent,
For Letson & Bayles, Proprietors.

EXCHANGE LINE FOR PHILADELPHIA,

Through in one day via New-Brunswick, Princeton and Trenton, by the new and elegant steam boats Legislature and Congress.

The Steam Boat Legislature will commence running, from Pier No. 2 N. R. foot of Beaver Lane, on Saturday morning, the 26th March at 6 o'clock for New Brunswick, where passengers will take the Exchange Line Coaches, and proceed via Princeton to Trenton. there take the

steam boat Congress, Capt. Degrau, and arrive in Philadelphia the same afternoon.

The Coaches are new and comfortable, and the public may rest assured of every attention and expedition.

For seats, apply at the corner of Broadway and Beaver Lane, at the office 29 Washington street, or on board the steam boat Legislature.—For the proprietors.

N. DUNN.

LAKE ERIE STEAM BOAT

SUPERIOR, J. SHERMAN, Jun. *Master*,

Will sail from Buffalo and Detroit on the following days during the season :

From Buffalo 10 A. M.

From Detroit 4 P. M.

April - - 20, 29, 1825.

April - - 25,

May - - 7, 16, 25,

May - - 3, 11, 20, 30,

June - - 4, 13, 21, 29,

June - - 8, 17, 25,

July - - 8, 16, 25,

July - - 4, 12, 20, 29,

Aug. - - 2, 10, 19, 27,

Aug. - - 6, 15, 23, 31.

Sept. - - 5, 14, 23,

Sept. - - 9, 19, 27,

Oct. - - 1, 10, 19, 28,

Oct. - - 5, 14, 24,

Nov.

Nov. - - 1.

The Trip in November to depend on the state of the weather. Passengers will be landed and received at Erie, Grand River, Cleveland and Sandusky, as usual, unless prevented by stress of weather. If a trip should be made to the Upper Lakes this season, due notice will be given. The Boat is in complete order, and it is believed there will be no disappointment in the regular sailing of the boat during the season, accidents excepted.

KENNEBEC STEAM-BOAT LINE.

FROM BOSTON TO EASTPORT.

EASTERN ROUTE.

The PATENT, leaves Boston, Thursday, at 5 A. M. and arrives at Portland, Thursday, at 8 o'clock P. M. leaves Portland, Friday 5 A. M. and arrives at Bath Friday, 11, A. M. The Waterville leaves Bath, Friday, 1 P. M. and arrives at Augusta, Friday 7 P. M. The

Maine leaves Bath, Saturday 1 P. M. and arrives at Belfast, Sunday, 1, P. M. leaves Belfast, Sunday, 2 P. M. and arrives at Eastport, Tuesday, 5 A. M.

WESTERN ROUTE.

The Maine leaves Eastport, Wednesday, 8 A. M. and arrives at Bath, Friday, 5, P. M. leaves Belfast, Thursday, 6, P. M. and arrives at Bath, Friday, 5, P. M. The Waterville leaves Augusta, Saturday, 5, A. M. and arrives at Bath, Saturday 11, A. M. The Patent leaves Bath, Saturday 1 P. M. and arrives at Portland, Saturday, 7 P. M. leaves Portland, Saturday, 8 P. M. and arrives at Boston Sunday, 10, A. M.

The Waterville will leave bath for Augusta, Mondays, Wednesdays and Fridays, at 1, P. M. and Augusta for Bath, Tuesdays Thursdays and Saturdays, at 5 A. M. and touch at Gardiner and Hallowell, to land and receive passengers.

The Maine will touch at Boothbay, Owlshead, Castine and Lubec, to land and receive passengers.

The steam-boat Eagle, runs regularly from Eastport to St. John; and the TOMB-THUMB from Eastport to Robbinstown and Calais. They will exchange passengers with the Maine at Eastport.

A *Steam Boat* runs regularly from St. John to Fredericton, in connection with the above line, which makes the Steam Boat Line from Boston to New Brunswick complete once a week.

The numerous Stage Coaches which branch off into the country, from a most every point where the Steam Boats touch, will be ready to receive passengers on their arrival

As steam power has been introduced into this section of the country at a very great expense, it is hoped the public will duly appreciate the importance of the same, and render it that degree of patronage which will meet the reasonable expectations of the proprietors.

FARE.

From Boston to Portland,	-	-	-	\$5 00
Bath,	-	-	-	6 00
Gardiner, Hallowell and Augusta	-	-	-	7 00
Boothbay,	-	-	-	6 50

Owlshead,	-	-	8 00
Belfast and Castine,	-	-	9 00
Lubec and Eastport,	-	-	11 00
From Belfast to Eastport,	-	-	5 00

ERIE CANAL PACKET BOATS.

The Packet Boats will be run the ensuing season between Schenectady and Lockport, by the Utica and Schenectady Packet Boat Company, the Erie Canal Navigation Company and the Western Passage Boat Company in connection.

A boat will leave Schenectady, Utica, Weed's Basin, Rochester and Lockport, every evening, running through each way in four days.

It is the intention to arrive at Lockport sufficiently early on the fourth day from Schenectady, to enable passengers to reach Buffalo the same evening by the stage.

Stages will be provided at all times to convey passengers from Albany to Schenectady on the arrival of the steam boats from New York—from Schenectady to Albany on the arrival of the Packet Boats from Utica—between Buffalo and Lockport, and from Rochester, Weed's Basin, and all the principal villages on the canal, to those on the stage roads off from it.—Utica, April 7, 1825.

N. B. Should the existing or future rates of toll permit, and the public patronage authorize it, a morning Line of boats will be run in the course of the season.

ROUTES.

FROM BOSTON TO ALBANY.

The *first* line passes through Springfield, and the distance is 168 miles.

Framingham, - - -	22	Chester village, - - -	4
Worcester, - - -	20	Chester Manufactories, -	6
Leicester, - - -	6	Becket, - - - - -	7
Spencer, - - -	4	Lee, - - - - -	11
Brookfield, - - -	6	Stockbridge, - - -	2
Western - - -	6	West Stockbridge, -	5
Palmer, - - -	7	Canaan, - - - - -	8
Wilbraham, - - -	6	Chatham, - - - - -	6
Springfield, (Phelps' inn)		Nassau, - - - - -	4
	10 (87)	Schoodic, - - - - -	5
Westfield, - - -	9	Albany, - - - - -	6
Russel, - - - - -	3		

The *second* line goes every day, through Northampton and Lebanon Springs, 163 miles.

Framingham, - - -	21	Northampton, - - -	3
Westborough, - - -	10	Chesterfield, - - -	13
Worcester, - - -	9	Worthington, - - -	6
Leicester, - - -	6	Peru, - - - - -	6
Spencer, - - -	5	Hinsdale, - - - - -	4
Brookfield, - - -	7	Pittsfield, - - - - -	9
Western, - - -	6	Lebanon Springs 7	(137)
Ware, - - -	8	Brainard's Bridge, -	9
Belchertown, - - -	6	Union village, - - -	5
Amherst, - - -	7 $\frac{1}{2}$	Schoodic, - - - - -	6
Hadley, - - -	4	Albany, - - - - -	6

The *third line* leaves Boston, Monday, Wednesday, and Friday, and is three days on the road; stopping at Barre and Plainfield at night. The price is \$5.

Cambridge,	Shutesbury,
Watertown,	Leverett,
Waltham,	Sunderland,
Weston,	Bloody Brook,
Lincoln,	Conway,
Concord,	Ashfield,
Sudbury,	Plainfield,
Stow,	Savoy,
Bolton,	Cheshire,
Lancaster,	Lanesborough,
Sterling,	Hancock,
Princeton,	Stephentown,
Hubbardston,	Sandlake,
Barry,	Troy,
Petersham,	Albany,
New-Salem,	

The *fourth line* passes through Greenfield, 90 miles. The distance to Albany is 165 miles. It goes three times a week.

The *fifth line* passes through Concord, (N. H.) and Bellows Falls, (Vermont.) The following list contains the distances and the principal inns on the way to Saratoga Springs.

	{ Sparhawk, }	Miles,
Keene,	{ Coolidge, & }	79 1-2
	{ Harrington. }	
Surry,	Holbrook,	8 1-2
Bellows Falls,	Robertson,	8
Chester,	Leland,	13
Londonderry,	Willard,	10
Peru,	Tuthill,	8
Manchester,	Black,	12
Arlington,	Hill,	7
White Creek,	Durham,	14

Union Village,	—	3
Schuylersville,	Cleveland,	5
Springs,		12
		<hr/>
		185

Through Dorset and Salem to

Peru,	Tutthill,	128
Dorset,	Booth,	14
Salem,	Wells,	15
Union Village and Schuylersville, to the Springs,		29
		<hr/>
		186

Note.—The new road over the mountain, through Londonderry and Peru to Manchester, is finely worked, and the inhabitants, who have made it a free road, are entitled to great praise. Indeed, all the way, it is a good road, and *free*, from Keene, with the exception of three gates. Taking into consideration the great saving of distance, with comparatively few bad hills, and the easy ascent of the mountain, no one can hesitate a moment in the choice. If the traveller wishes to go through the pleasant village of Salem, he will there find one of the best public houses in the country, and but one hill after passing the Green mountain, worth mentioning, the whole distance. Report hill has a gradual ascent two miles. The road has then a gradual descent along the Batten Kill, to the Hudson. In this case he will leave the village of Manchester at his left. In both routes the traveller passes over the spot of ground where Burgoyne surrendered. Chester, as at once appears by the map, lies too far North. A new road from Bellows Falls, through Grafton to Willard's in Londonderry, is said to be making. When completed the distance will be shortened several miles.

FROM BOSTON TO LAKE CHAMPLAIN.

The *first* line of stage coaches runs through Brattleborough. (96 miles.) three times a week.

The *second*, through Walpole.
 The *third* through Charlestown.
 The *fourth* through Windsor.

FROM BOSTON TO HAVERHILL.

A road, still further North than those just mentioned, leads to Haverhill.

FROM BOSTON TO BATH, N. H.

An uninterrupted communication between this City and Bath, by the way of Concord and the *Notch in the White Mountains*, is expected to be opened this season (1825.) For this route see page 137.

TO LANCASTER.

This route has hitherto been only occasionally passed by the stage coach, on account of the unfrequency of travelling.

DOWN CONNECTICUT RIVER.

Bath (N. H.)		Deerfield	-	-	3
Haverhill		Bloody Brook	-	-	6
Hanover		Hatfield	-	-	7
Norwich	-	Northampton	-	-	6
White River Village	2	Springfield	-	-	20
Hartland	-	Suffield	-	-	10
Windsor	-	Windsor	-	-	9
Wethersfield	-	Hartford	-	-	7
Charlestown	9	Wethersfield	-	-	4½
(to Albany 150 m. to Boston 62.)		Middletown	-	-	10½
Bellows's Falls	-	Durham	-	-	6
Walpole	-	North Haven	-	-	9
Brattleborough	-	New Haven	-	-	8
Bernardston	20	(Steam boats go hence to New York, 75 miles.)			
Greenfield					

FROM NEW HAVEN UP CONNECTICUT RIVER,

New Haven			Brattleborough	
North Haven	-	9	Walpole	- 20
Durham	-	9	Bellows's Falls	- 6
Middletown	-	6	Charlestown	- 15
Wethersfield	-	10 1-2	Wethersfield	- 9
Hartford	-	4 1-2	Windsor	-
Windsor	-	7	Hartland	-
Suffield	-	10	White River Village	9
Springfield	-	10	Norwich	- 4
Northampton	-	20	Hanover	- 2
Hatfield	-	5	averhill	
Bloody Brook	-	7	Bath	
Deerfield	-	6	(Here turns off the road to	
Greenfield	-	3	the White mountains.)	
Bernardston				

From Utica to Buffalo.

New Hartford	-	-	-	4
Westmoreland	-	-	-	7
Vernon	-	-	-	6
Oneida Creek	-	-	-	5
Sullivan	-	-	-	11
Malisus	-	-	-	9
Derne	-	-	-	3
Onondaga	-	-	-	7
Marcellus	-	-	-	10
Skeneateles	-	-	-	6
Auburn	-	-	-	8
Cayuga lake	-	-	-	8
Watertown	-	-	-	4
Geneva	-	-	-	6
Canandaigua	-	-	-	16
Bloomfield	-	-	-	8
Lima	-	-	-	9
Avon	-	-	-	9
Caledonia	-	-	-	8
Leroy	-	-	-	5
Stafford	-	-	-	4
Batavia	-	-	-	8
Tonawanta Creek	-	-	-	4

Murder Creek	-	-	-	10
Williamsville	-	-	-	7
Buffalo	-	-	-	19
				<hr/>
				202

From Canandaga to Rochester.

The Coaches go from Blossom's Inn at 2 o'clock P. M. and arrive at Rochester about 8 in the evening.

From Lebanon Springs to Hudson.

Warner's Pond	-	-	-	5
Canaan	-	-	-	6
Chatham	-	-	-	6
Ghent	-	-	-	3
Hudson	-	-	-	10
				<hr/>
				30

From Niagara Falls to Rochester, 87 miles.

Lewiston	-	-	-	7
Cambria	-	-	-	15
Oak Orchard	-	-	-	11
Gaines	-	-	-	7
Sandy Creek	-	-	-	8
Hartland	-	-	-	7
(Hence to Lockport 7 m. a waggon takes passengers.)				
Clarkson	-	-	-	14
Parma	-	-	-	7
Carthage falls	-	-	-	9
Rochester	-	-	-	2

ALBANY, BALLSTON, AND SARATOGA MAIL STAGE.

New arrangement—three times a week.

A stage will leave Albany every Monday, Wednesday and Friday, at 7 o'clock, A. M. via Troy, Lansingburgh and Waterford for Ballston-Spa, and Saratoga Springs

Returning, will leave Saratoga Springs at 8 o'clock, and Ballston-Spa, at half past 9 o'clock, A. M. on Tuesdays, Thursdays and Saturdays.

For seats apply at Mr. Palmer's Montgomery Hall, South Market-street, Albany, and at the Post-offices at Ballston-Spa, and Saratoga Springs.

ELIJAH CASTLE, *Proprietor*.

FROM NEW-YORK TO BUFFALO, BY THE WAY OF ITHACA AND GENEVA.

This line leaves New-York every day, Sundays excepted, and runs through Newark, Springfield, Bottle-Hill, Moristown, Succasunny-Plains, Newton, Millford and Dundaff, three times a week by the way of Chenango Point, and three time, a week by the way of Montrose, to Owego, and from thence daily, by the way of Ithaca and Ovid, to Geneva, where it intersects a daily line to Canandaigua, Rochester, Buffalo, Lewiston, &c.

Returning leaves Geneva at the same times, and pursue the same routes to New-York. At Mott's, New-Milford, this line intersects the Newburgh line, which runs from thence, three times a week, to Newburgh.

The importance of this line to the public will readily be seen: It opens a direct communication between the city of New-York and the western part of the State through New-Jersey and the nothern section of Pennsylvania. At Newton, (N. J.) it intersects a line which has recently been established from that place to Philadelphia, three times a week. At Montrose, it intersects the line, to Wilkesbarre, Harrisburgh, &c. At Chenango Point, it intersects a line which runs north, through Greene, Oxford, &c. to Utica, and intersects the Albany line by Cooperstown and Cherry Valley, at Sherburne. At Owego, it intersects a line which runs through Tioga Point, Elmira, &c. to Bath.

From Buffalo to Erie Pa. Daily.

Stage coaches run daily from Buffalo to Erie, Penn. Also a new line runs three times. a week.

INDEX.

A.	
Ackland, Major	94
Ackland, Lady Harriet	96, 97, & 98
Albany	19
Andre's Grave.	9
Capture and Execution	12
Anthony's Nose on Hudson River	29
Anthony's Nose, on Erie Canal	80
Antiquities	40, 61
Arnold's treachery	12
Aqueduct, Lower	28
Upper	28
at Little Falls	80
at Rochester	42
Auburn	75
B.	
Baker's Falls	130
Ballston Springs	99
Basin Harbour	137
Batavia	64
Battles of Bemis's Heights	87
Bennington	86
Bridgewater or Lundy's Lane	55
Montmorency	147
Chippewa	53
Lake George	122
Quebec	148
do. in 1775	149
Queenston	47
Rocky Brook	117
Saratoga	91
Sillery	149
Ticonderoga	126
Beauport	148

Bloody Pond	118
Bloomfield	65
Books recommended	6
Borough	83
Boston	198
Brock (Gen.) Death and Monument	48
Brothertown	36
Buffalo	59
Burlington	137
Burgoyne, (Gen.) Expedition	85
Battle ground	88
Quarters	96
Retreat	95
Surrender	112
C.	
<i>Canals.</i>	
Champlain Canal	82, 133
Erie do.	24, 155
Canals Projected	185
To bay of Fundy	151
Canal Routes	
From Albany to Schenectady, (map page 88.)	25
Schenectady to Utica (map 30)	29
Utica to Syracuse (map 34)	32
Syracuse to Rochester (map 41)	40
Rochester to Lockport (map)	41
Lockport to Buffalo (map)	47, 59
Auburn to Syracuse	78
Syracuse to Utica	79
Utica to Schenectady	80
Shenectady to Albany	81
Fort Edward to Whitehall	134
Canals in Great Britain	171
Canajoharie	96
Canandaigua	29
Cape Rouge	11
St. Vincent	35, 141
Carthage	43
Catskill	15
Catskill mountains,	15
Caughnawaga	29
Caughnawaga Indians	141
Cayuga Marshes	7

Center Harbour	176
Chambly	139, 143
Chaudiere river,	144
Cherry Valley	29, 34
Chippewa	57
Cleaveland	61
Clarkson	44
Cohoes Falls	28
<i>Colleges,</i>	
Burlington	137
Hamilton	31
Concord, (N. H.)	174
Congress Hall	106
Spring	107
Conway	180
Crown Point	136
<i>D.</i>	
Dieskau, Gen.	117, 136
Dobb's Ferry	8
<i>E.</i>	
East Canada Creek	29
Essex	137
<i>F.</i>	
Falls, Bakers	137
Carthage	43, 44
Glenns'	116
Miller's	131
Montmorency	146
Niagara	47, 49
Rochester	43
Trenton	31
Ithaca	70
at Catskill mountain	17
Flint Hill	29
Florida	29
Frazer, Gen. Death.	96
Grave	95
Forts Anne	134
Clinton	9
Crown Point	136
Edward	131
Herkimer	20

Fort Hunter	29
Independence	8
Lee	8
Miller	131
Mohawk's	29
Montgomery	9
Niagara	47
Oswego	122
Plain	29
Stanwix,	33
Ticonderoga	126
Washington	8
William Henry	125
G.	
Gallop Islands	58 141
Gates's, Gen. Camp	87
Glenn's Falls	116
Genesee river	41, 58, 64, 141
Meadows	64
Genesee	64
Geneva	69
German Flatts	29
Grand river	61
Green Bay	61
Great Sodus bay	35, 141
H.	
Harlaem Heights	8
Hartland	44
Herkimer	29
General do.	33
Highlands	9
Hoboken	8
Hudson city	18
River.	7
I.	
Indians, Caughnawagas	142
Menominies	61
Oneidas,	34
Senecas	62
Tuscaroras	45
Island of St. Helena	140
Isle aux Noix.	138

INDEX.

209

Ithaca	.	.	.	.	71
	J.				
Johnson, Sir William	.	.	.	.	30
Johnstown	.	.	.	.	29, 30
Junction	.	.	.	.	26
	L				
Lachine	.	.	.	.	58, 141
Lakes, Ballston	.	.	.	.	103
Cayuga	.	.	.	.	70
Canandaigua	.	.	.	.	66
Champlain	.	.	.	.	136
Erie	.	.	.	.	60
George	.	.	.	.	119
Excursion to do.	.	.	.	.	115
Ontario	.	.	.	.	58, 141
Saratoga	.	.	.	.	109
Winnipiseogee	.	.	.	.	176, 179
Laprairie	.	.	.	.	139
Lebanon Springs	.	.	.	.	20
Leroy	.	.	.	.	64
Lewiston	.	.	.	.	44 46
Little Falls	.	.	.	.	80, 29
Lockport	.	.	.	.	44
Long Level	.	.	.	.	29, 32
Lovell's Pond	.	.	.	.	180
Lundy's Lane	.	.	.	.	55
	M.				
McCrea, Miss	.	.	.	.	133
McDonough's Victory	.	.	.	.	138
Maitland, S r P eregrine	.	.	.	.	48
Maps, Hudson River	.	.	.	.	8, 9, 15, 88, 110
Erie Canal	.	.	.	.	88, 30, 34, 66, 41, 47, 76
Niagara	.	.	.	.	47
Lake George	.	.	.	.	116
Lake Champlain	.	.	.	.	136, 137
Montreal	.	.	.	.	139
Maps recommended	.	.	.	.	6
Mas acre a Ft. William Henry	.	.	.	.	125
Mechanicville	.	.	.	.	83
Military Academy	.	.	.	.	11
Miller's Falls	.	.	.	.	131

Miller's Fort	N	131
Montmorency		146
Montreal	. . . . .	58, 140, 152
Morristown	. . . . .	50, 141
Mount Holyoke	. . . . .	22
	N	
Newburgh	. . . . .	13
New Lebanon Springs,	. . . . .	19, 20
New York city	. . . . .	5
Niagara Falls from American side	. . . . .	47
Canada side	. . . . .	49
Northampton	. . . . .	22
	O.	
Oak Orchard Creek	. . . . .	44
Ogdensburgh	. . . . .	58, 141
Oneida Castle	. . . . .	34
Creek	. . . . .	32, 79
Indians	. . . . .	34
Oriskany	. . . . .	32
Oswego	. . . . .	58, 141
Overslaugh	. . . . .	19
	P.	
Packet boats on the Canals.		197
Palisadoes	. . . . .	8
Pine Orchard	. . . . .	16
Plattsburgh	. . . . .	138
Portland	. . . . .	195
	Q.	
Quebec	. . . . .	145
Queenstown	. . . . .	47
	R.	
Rapids of Niagara	. . . . .	50
Richelieu,	. . . . .	144
Red Mountain,	. . . . .	176
Reidesel, Baroness,	. . . . .	86
Ridge Road,	. . . . .	44
	Roads.	
from Albany	. . . . .	19
north,	. . . . .	152
east,	. . . . .	20, 113
west.	. . . . .	19

from Auburn to Syracuse,	78
Boston to Albany,	198
to the Springs,	199
to Lake Champlain,	200
to White Mountains,	173
to Winnipiseogee Lake,	173
from Buffalo to Canandaigua,	63
from Lake George to the Springs,	130
from Niagara to Buffalo,	57
from Rochester to Niagara,	44
from Waterford to Saratoga Battle ground,	83
from Whitehall to Albany,	152
[See <i>Routes and Steam boats.</i>]	
Rochester,	41
Rocky Book,	117
Rome	32
Rotterdam Flats,	29
Round Rock,	107
Rouse's Point,	138

Routes.

from Albany to Ballston Springs,	19, 25, 28,
to Boston,	20
to Niagara,	19, 82, 115
to Lake George,	do 113
to Montreal,	20
to New Lebanon Springs,	19, 25, 82
to Saratoga Springs,	83
from Boston, &c. [<i>See page 193</i>]	
from Montreal to Niagara,	141
to Quebec,	143
from Quebec to Montreal	151
Rutland,	136

S.

Sacketts Harbour,	40, 58, 141
St. John's,	139, 143, 152
St. Regis,	58, 141
Salina,	38
Salt Springs,	39
Salt Works,	37
Sandusky,	61
Sandy Creek,	44
Sandy Hill,	116, 130

Sans Souci,	99
Saratoga,	105
Schenectady,	28
Schoharrie Creek,	29, 81
Schuyler, Gen.	112
Schuylersville,	111
Shaker Village,	22
Sillery,	144
Skeneateles,	79
Sorel Village,	143
Sorel River,	139
Spa, Ballston	99
Saratoga,	105
Lebanon,	20

Steam Boats.

from Albany to New York,	191
New York up the Hudson,	191
New York to Connecticut	192
New York to Philadelphia	194
New York to Rhode Island,	192
on Cayuga Lake,	70
on Lake Champlain,	152
on Lake George,	129
on Lake Ontario	58, 141
on Lake Erie	60, 106

Springs.

Ballston,	102
Burning,	52, 66
New Lebanon,	20
Salt,	38, 79
Saratoga,	105
Squam Lake.	179
Stillwater,	83
Stony Point,	9
Syracuse,	32, 37

T.

Table Rock,	49
Tarrytown,	9
Trenton Falls,	31
Trois Rivières,	143
Troy,	25
Tuscarora Indians,	45

Utica,	V.	30, 31
Verplank's Point	W.	9
Wadsworth's Farm,	.	64
Waterloo, (Canada,)	.	57
Wat Hoir Gap,	.	28
West Canada Creek,	.	31
West Point,	.	11
Whirlpool,	.	48
Whitehall,	.	134
White Mountains,	.	173
Whitesborough,	.	32, 33
Winnipiseogee Lake,	.	176, 179
Wolfe's Cove,	.	144
Wood Creek, near Lake Champlain.	.	134
near Rome.	.	32, 79

The Publishers of the "NORTHERN TRAVELLER," being desirous of obtaining every species of information necessary to travellers in the northern and eastern parts of this country, will be particularly obliged to any person who will communicate facts of importance for further editions of this work, as well as for the correction of any inaccuracies which may very possibly be noticed in a work embracing such a variety of subjects.

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